

REPORT

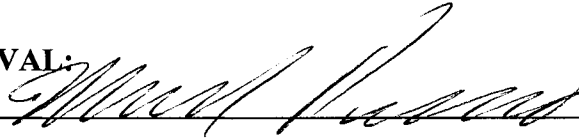
DATE: June 7, 2007

TO: Energy and Environment Committee

FROM: Sheryll Del Rosario, Associate Planner, (213) 236-1879, delrosar@scag.ca.gov

SUBJECT: PEIR addendum for the Final Amendment Number 3 of the 2004 RTP and Conformity Determination for the RTP and RTIP

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Recommend approval of the PEIR addendum for the Final Amendment Number 3 of the 2004 RTP and Conformity Determination for the RTP and RTIP.

BACKGROUND:

On May 3, 2007, the Executive Committee authorized release of the Draft Programmatic Impact Report (PEIR) addendum of the 2004 Regional Transportation Plan (RTP) and Conformity Determination for the RTP and Regional Transportation Improvement Plan (RTIP) for a 30-day public review and comment period. Subsequently, a Notice of Availability was posted on the SCAG website www.scag.ca.gov and published in major newspapers in the six-county region.

Amendment Number 3 addresses projects proposed to be added to the existing 2004 RTP in response to Proposition 1B, Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, a roughly \$20 billion transportation bond approved by California voters on November 7, 2006. One element of Proposition 1B was the \$4.5 billion Corridor Mobility Improvement Account (CMIA) program, which aims to improve performance on highly congested travel corridors. Amendment Number 3 focuses on priority projects identified by the California Transportation Commission (CTC) for the SCAG region at its meeting held February 28, 2007, as well as additional project revisions requested by the County Transportation Commissions and Caltrans.

Staff has prepared an addendum pursuant to Section 21166 of the Public Resources Code (CEQA) and CEQA Guidelines Sections 15162, 15163 and 15164. Staff has determined that the proposed amendment to the 2004 RTP would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The proposed changes, while individually quite large, would not result in a substantial change to the region-wide impacts programmatically addressed in the 2004 PEIR. Therefore, inclusion of the proposed projects would be consistent with the analysis and mitigation measures contained in the 2004 PEIR, as well as the Findings of Fact and Statement of Overriding Considerations made in connection with the 2004 RTP.

Amendment Number 3 also necessitated the preparation of a Conformity Determination. Transportation conformity is required by the Clean Air Act section 176(c) (42 U.S.C. 7506(c)) to ensure that federal

REPORT

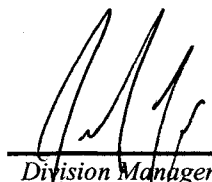
federal funding and approval are given to highway and transit projects that are consistent with ("conform to") the air quality goals established by a state air quality implementation plan (SIP). Conformity, with respect to the SIP, means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards. The regional emissions analysis performed for this RTP Amendment determined projects identified in this current Amendment would not result in an increase of established emissions budgets within the South Coast Air Basin.

At the conclusion of the 30-day public review and comments, staff will document all comments and responses and incorporate them into the Final Amendment No. 3. Upon adoption by the Regional Council, Final Amendment No. 3 to the 2004 RTP will be forwarded to the Federal Highway Administration (FHWA) for their review and certification. FHWA must act on this amendment before July 1, 2007.


FISCAL IMPACT:

Preparation of the Addendum to the 2004 RTP PEIR is covered under the Environmental Planning Staff work element 07-020.SCGS1. Preparation of the Conformity Determination is covered under the Air Quality and Conformity work element 07-025.SCGS1.

Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

DRAFT 2004 REGIONAL TRANSPORTATION PLAN AMENDMENT #3

May 3, 2007



DOCS# 134739 v3

MISSION STATEMENT

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Leadership

Vision

Progress

Leadership, vision and progress which promote economic growth, personal well-being, and livable communities for all Southern Californians.

The Association will accomplish this Mission by:

- Developing long-range regional plans and strategies that provide for efficient movement of people, goods and information; enhance economic growth and international trade; and improve the environment and quality of life.
- Providing quality information services and analysis for the region.
- Using an inclusive decision-making process that resolves conflicts and encourages trust.
- Creating an educational and work environment that cultivates creativity, initiative, and opportunity.

Funding: The preparation of this report was financed in part through grants from the United States Department of Transportation – Federal Highway Administration and the Federal Transit Administration – under provisions of the Transportation Equity Act for the 21st Century (TEA-21). Additional financial assistance was provided by the California State Department of Transportation.

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Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

5.18.07

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INTRODUCTION

The Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization (MPO) for six counties in Southern California, including Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. As the MPO, SCAG is required to develop and update the Regional Transportation Plan (RTP). The RTP is a long-range plan that identifies multi-modal regional transportation needs and investments out to the plan horizon year of 2030.

SCAG adopted the current operating 2004 RTP on April 1, 2004 (resolution #04-451-2). The 2004 RTP was subsequently amended on February 2, 2006 (resolution #06-471-3), and a second time on July 27, 2006 (resolution #06-477-1). The RTP was developed in a comprehensive, cooperative, and continuing process that involved a broad spectrum of stakeholders including federal, state and local agencies, as well as members of the public, as required under the Transportation Equity Act for the 21st Century (TEA-21).

The replacement of TEA-21 with the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) in 2005 established a number of new requirements for MPO's with respect to developing and updating the RTP. Pursuant to the new SAFETEA-LU requirements, SCAG has proceeded with due diligence to bring the existing 2004 RTP into compliance. As such, the Administrative Amendment to the 2004 RTP (Gap Analysis) that was adopted by SCAG on March 1, 2007 with the intent to bring the current RTP into compliance with SAFETEA-LU. The Administrative Amendment to the 2004 RTP is currently under review by FHWA/FTA. Given that the current RTP has not been deemed SAFETEA-LU compliant at the time of completing this document, this amendment should be reviewed under the old statute (TEA-21). The statutory deadline for certifying an amendment to the existing RTP is July 1, 2007.

This third amendment to the 2004 RTP is in response to recent developments in California's transportation funding allocations. Moreover, the Amendment is intended to ensure that all the projects included can move forward in a timely manner. In November of 2006, the voters of California approved Proposition 1B, a \$20 billion state bond measure to support much needed transportation infrastructure improvements throughout the state. \$4.5 billion was set aside from Proposition 1B for the Corridor Mobility Improvement Account (CMIA), which focuses on improving mobility, connectivity and safety on major California highways. This RTP Amendment is in part a response to the CMIA program that was adopted by the California Transportation Commission (CTC) on February 28, 2007. While most of the projects approved for CMIA funding are consistent with the 2004 RTP, inevitably, there are a number of projects that require amendment to the current RTP. This amendment also includes non-CMIA projects that are time sensitive in nature. These projects are funded through a variety of existing sources, including the Highway Bridge Rehabilitation and Replacement (HBRR) Program; the State Transportation Improvement Program Augmentation funds (STIP Augmentation), and the State Highway Operation and Protection Program (SHOPP).

The purpose of this document is to identify the specific details of the 2004 RTP Amendment and to ensure that the proposed changes are consistent with federal and state requirements, including the TEA-21 planning requirements and the Transportation Conformity Rule. All associated analyses for the Amendment are incorporated into this document. It is also important to note that the conformity findings included in this document are applicable for the 2004 RTP Amendment as well as the 2006 Regional Transportation Implementation Program (RTIP) Amendment # 06-08.



PROJECT DESCRIPTIONS

The project changes proposed under this Amendment are presented in this document for Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. The reasons for amending each of the projects can be broadly categorized as follows:

- Project is **new** and currently not in the 2004 RTP
- Project currently exists in the 2004 RTP but,
 - has a **revised scope**,
 - has a **revised schedule**,
 - has a **change in total cost**, or
 - includes **any combination of the above** changes.

Descriptions of major projects for each of the counties are provided to highlight the general scope of this Amendment. The locations of projects are depicted in Exhibits 1-5 for ready reference. Project Summary Tables are organized to provide a complete list of the projects for each county and to document the details of the changes from the current plan. In addition, the summary tables are also intended to illustrate a before and after picture for each of the projects.



DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 1 – LOS ANGELES COUNTY PROJECTS

2004 RTP AMENDMENT									
LOS ANGELES COUNTY PROJECTS									
*CTC adopted CMA projects listed in bold									
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment	
LA	HOV & TRUCK LANE	I-5	IN LA, SANTA CLARITA ON I-5 FROM SR-14 TO PARKER RD, HOV & TRUCK LANE IMPROVEMENT (THE AMENDMENT WILL ADD PE FUNDS ONLY)	\$7,800	PROJECT COST FUNDED BY \$1,600,000 SAFETEA-LU HIGH PRIORITY PROJECT CONGRESSIONAL EARMARK AND IDENTIFIED \$6,200,000 PRIVATE FUNDING PROVIDED BY GOLDEN STATE GATEWAY COALITION.	2008* (For PE only)	LAE04665	New Project for PE only	
LA	Mixed Flow & HOV	I-5	LA MIRADA, NORWALK & SANTA FE SPRINGS-ORANGE CO LINE TO I-605 JCT. WIDEN TO 4 MIXED FLOW AND 1 HOV LNS EACH DIRECTION, RECONSTRUCT VALLEY VIEW (PHASE I AS DESCRIBED HERE IS CURRENTLY FULLY FUNDED. PHASE II WILL INVOLVE THE ADDITION OF 1 MF LANE IN EA DIR BRINGING THE FINAL CONFIGURATION TO 10 MF + 2 HOV. PHASE II WILL BE PURSUED AT A LATER DATE CONTINGENT UPON FUNDING AVAILABILITY.)	Existing: \$659,364 Revised: \$1,155,285	PROJECT COST INCREASE FUNDED BY \$387,000,000 CMA ALLOCATION AND \$108,921,000 COUNTY SALES TAX REVENUE FUNDING ABOVE ORIGINAL 2004 RTP FORECAST.	2016	LA0D73	Project cost increase	
LA	HOV	I-5	I-5 FROM SR-134 TO SR-170 HOV LANES (8 TO 10 LANES)	Existing: \$416,938 Revised: \$607,500	EXISTING FUNDING AT LEFT PROGRAMMED UNDER LA000358 FOR \$259,888,000 AND LA996375 FOR \$157,050,000. AMENDMENT COMBINES FUNDING UNDER LA000358. PROJECT COST INCREASE OF \$190,562,000 FUNDED BY \$73,000,000 CMA ALLOCATION, \$116,260,000 2006 STIP AUGMENTATION AND \$1,500,000 2006 ITIP AUGMENTATION ALLOCATION.	Existing: 2010 Revised: 2012	LA000358	Revised schedule, project cost increase	
LA	IC / Ramps	I-10 I-605	I-605 SOUTH TRANSITION TO I-10 EAST – CONSTRUCT FLYOVER CONNECTOR FROM SB I-605 TO EB I-10 TO REPLACE EXISTING SHARED AT-GRADE CONNECTOR AND ELIMINATE THE WEAVING CONFLICT	\$71,000	PROJECT FUNDED THROUGH FUTURE COMMITMENTS FROM CTC PER MARCH 15, 2007 CTC RESOLUTION CMA-P-0607-02.	2013	1M07A	New project	

DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 1 – LOS ANGELES COUNTY PROJECTS

LOS ANGELES COUNTY PROJECTS							*CTC adopted CMIA projects listed in bold	
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment
LA	IC / Ramps	US-101	EXISTING TEXT (REFER TO 2006 RTIP VOL 3: LA CO LOCAL HWY PROJECTS, PG31): LINDERO CYN RD FROM AGOURA RD TO JANLOR DR – CONSTRUCT BIKE PATH, RESTRIPE STREET, INTERSECTION WIDENING, SIGNAL COORDINATION. FROM 3NB/2SB TO 3 NB&SB.	\$6,110	NO CHANGE TO PROJECT COST WITH REVISED SCOPE. NO FISCAL IMPACT.	Existing: 2008	LA980142	Revised schedule, revised scope
			REVISED: PHASE I: THE RAMP TERMINI FOR RAMP SG-1, 2, 3, 4 AND 5 WILL REQUIRE RECONSTRUCTION OF CURB RETURNS AND ISLAND CURB AND GUTTERS. LINDERO CANYON ROAD BET. VIA COLINAS AND AGOURA ROAD WILL BE WIDEN FROM 2 TO 3 LANES IN EACH DIR. THE BRIDGE OVERCROSSING WILL REQUIRE RECONFIGURATION TO ELIMINATE THE SIDEWALK ON THE NORTH SIDE AND PROVIDE A COMBINATION BIKE PATH/SIDEWALK ON THE SOUTH SIDE. BRIDGE RECONFIGURATION WILL OCCUR WITHIN THE EXISTING WIDTH OF THE BRIDGE SURFACE. PHASE II: RAMP G-6 WILL BE WIDENED TO 2 LANES. THE CITY WILL BEGIN WIDENING AT VIA COLINAS. THE EXISTING NORTHBOUND AUX LANE WILL BE EXTENDED SOUTHERLY FROM ITS TERMINUS AT RAMP G-6 TO RAMP G-3.			Revised: 2009		
LA	HOV	I-405	IN LA FROM I-10 TO US-101 WIDEN FOR NB HOV LANE & MODIFY RAMP, ADD NEW WB ON RAMP AT SUNSET & HOV INGRESS/EGRESS AT SANTA MONICA BLVD (EA 12030, PPNO 0851G, SAFETEAU # 1302, 1934)	Existing: \$220,000	PROJECT COST INCREASE FUNDED BY \$730,000,000 CMIA ALLOCATION.	Existing: 2016	LA08408	Project cost increase, revised schedule
				Revised: \$950,000		Revised: 2013		
LA	Transit	Transit	TRANSIT CENTER AND PARK-AND-RIDE; BUS STOP AMENITIES INCLUDE NEW BUS SHELTER, BENCHES, LANDSCAPING ETC. THE TRANSIT CENTER WILL BE SUPPORTED BY A 283-SPACE PARK-AND-RIDE.	\$495	PROJECT FUNDED BY \$396,000 FTA 5309 EARMARK AND IDENTIFIED \$99,000 DISCRETIONARY CITY FUNDING.	2009	LA0F099	New project

ORANGE COUNTY

Major Regional Projects

SR-22/I-405/I-605 HOV Connector with ITS Elements

RTP/RTIP Project No. 2H01145/ORA000193
CTC Adopted CMIA Project
Estimated Project Cost: \$400 M

Current Completion Date: 2015
Revised Completion Date: 2013

Revised Scope: The existing RTP does not include the second HOV lane on I-405. The Amendment adds the second HOV lane.

The project will construct direct HOV connectors from SR-22 to I-405, between Seal Beach Blvd. and Valley View St. and from I-405 to I-605, between Katella Ave. and Seal Beach Blvd., with a second HOV lane in each direction on I-405 between the two direct connectors. Included in the proposed project is the installation of fiber optic cables in new conduits and closed circuit television (CCTV) on I-405 between SR-22 and ORA/LA County Line, on SR-22 between I-405 and LA County Line, and on I-605 between I-405 and Katella Avenue. See *Map 2 (pg 10)*.

SR-91 Widening from Lakeview Avenue to Weir Canyon Road

RTP/RTIP Project No. 2M04121
CTC Adopted CMIA Project
Estimated Project Cost: \$96 M

Current Completion Date: 2010
Revised Completion Date: 2014

The purpose of this project is to address the existing operational deficiency along SR-91, between SR-55 and SR-241. The project will add one mixed flow lane on EB SR-91 between the SR-91/55 connector (PM 9.13) and east of the Weir Canyon Road IC (PM 15.35), and on WB SR-91 between the Weir Canyon Road IC (PM 15.59) and the Imperial Highway IC (PM 11.43). This project will also modify the WB on-ramps from the Lakeview Avenue IC with the intention of improving existing merging conflicts. See *Map 2 (pg 10)*.

EB SR-91 Lane Addition from SR-241 to SR-71

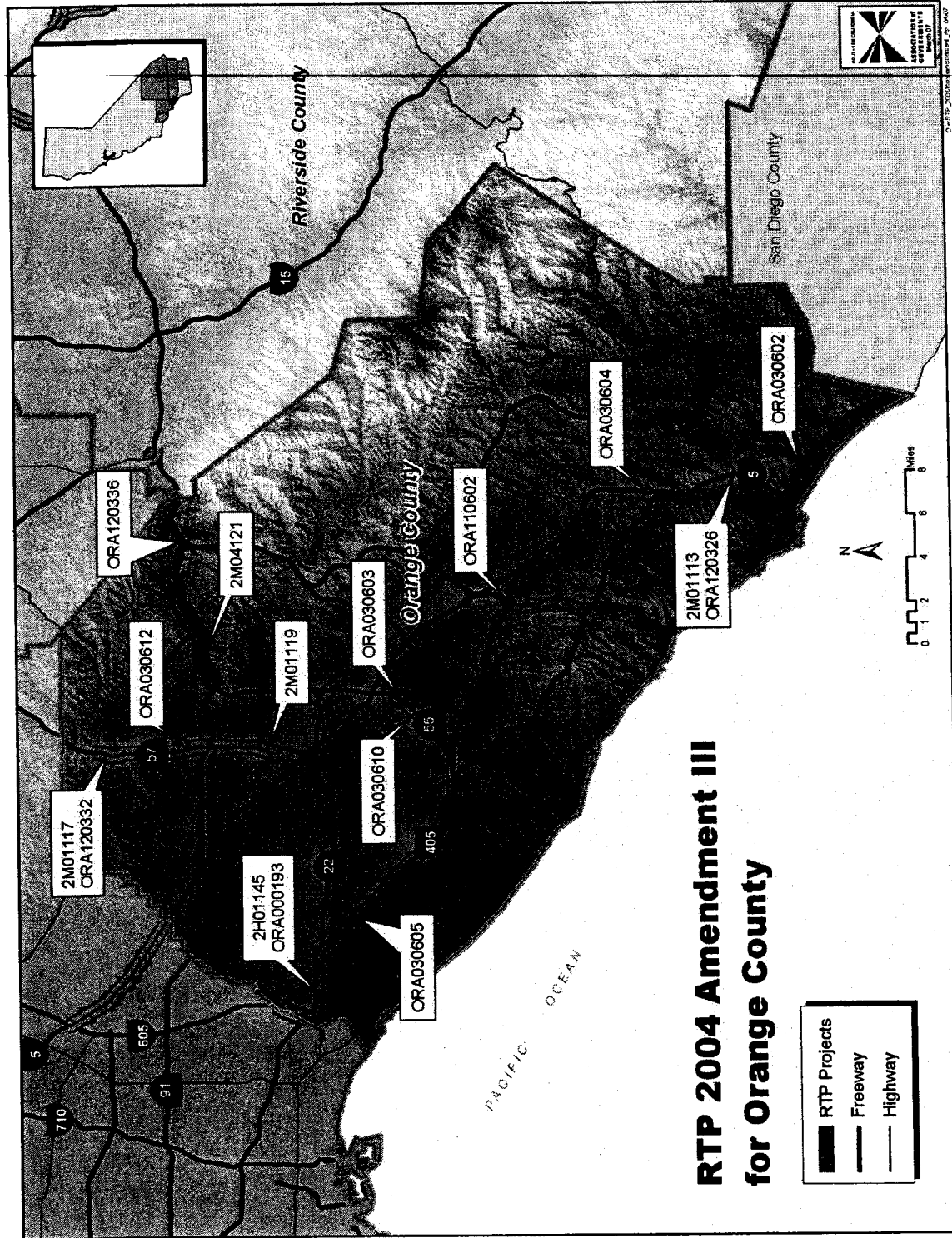
RTP/RTIP Project No. 2M01123/ORA120336
CTC Adopted CMIA Project
Estimated Project Cost: \$81 M

Current Completion Date: 2015
Revised Completion Date: 2011

This project will add one EB lane from the SR-241/SR-91 IC (PM15.9) to the SR-71/SR-91 IC (Riverside PM 2.9), and widen all EB lanes and shoulders to standard widths. The project involves both Districts 8 and 12, and is intended to address safety concerns, improve highway capacity, operations and improve regional circulation overall. See *Map 2 (pg 10)*.



MAP 2: ORANGE COUNTY PROJECT LOCATIONS



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

May 3, 2007

DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 2 – ORANGE COUNTY PROJECTS

2004 RTP AMENDMENT								
ORANGE COUNTY PROJECTS								
*CTC adopted CMA projects listed in bold								
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment
OR	IC / Ramps	I-5	IN THE CITY OF MISSION VIEJO SB OFF-RAMP AT CROWN VALLEY PARKWAY – WIDEN OFF-RAMP FROM 4 TO 5 LANES (13.77/15.03)	\$2,396	PROJECT COST FUNDED BY IDENTIFIED 2006 SHOPP ALLOCATION AUGMENTED THROUGH PROPOSITION 1B.	2012	ORA030604	New project
OR	IC / Ramps	I-5	IN SAN CLEMENTE - SB CAMINO DE ESTRELLA - WIDEN OFF-RAMP FROM 1 TO 2 LANES AND WIDEN OVERCROSSING FROM 5 TO 7 LANES (1 WB LEFT TURN LANE AND 1 EB LANE)	\$12,113	PROJECT COST FUNDED BY IDENTIFIED 2006 SHOPP ALLOCATION AUGMENTED THROUGH PROPOSITION 1B.	2011	ORA030602	New project
OR	IC / Ramps	I-5 / SR-74	NB/SB AT I-5/SR-74 SEPARATION, REBUILD INTERCHANGE INCLUDING WIDENING OF SR-74 OVERCROSSING	Existing: \$50,000 Revised: \$73,320	INCREASE IN PROJECT COST FUNDED BY \$52,500,000 2006 STIP AUGMENTATION WHICH MAKES AVAILABLE \$29,180,000 FOR OTHER ORANGE COUNTY PROJECTS INCLUDED HEREIN.	2010	2M01113 ORA120326	Project cost increase
OR	Auxiliary	SR-55	ADD SB AUXILIARY LANE FROM DYER TO MACARTHUR	\$2,619	PROJECT COST FUNDED BY IDENTIFIED \$2,619,000 2006 STIP AUGMENTATION ALLOCATION.	2012	ORA080610	New project
OR	Auxiliary	SR-55	CONSTRUCT 1 AUX LANE ON SB SR-55 BETWEEN E EDINGER AVE OFF RAMP AND DYER RD ON RAMP (7.8/9.2)	\$28,883	PROJECT COST FUNDED BY IDENTIFIED 2006 SHOPP ALLOCATION AUGMENTED THROUGH PROPOSITION 1B.	2011	ORA080603	New project

DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 2 – ORANGE COUNTY PROJECTS

ORANGE COUNTY PROJECTS							
*CTC adopted CMA projects listed in bold							
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID
OR	Mixed Flow	SR-57	NEW TEXT FURTHER DEFINES EXISTING SCOPE FROM 2004 RTP APPENDIX I, PG-163: ADD 1 NB MIXED FLOW LANE FROM 0.4 MI NORTH OF SR-91 TO 0.1 MI NORTH OF LAMBERT (5.1 MI).	Existing: \$77,000	INCREASE IN PROJECT COST FUNDED BY \$70,000,000 CMA ALLOCATION WHICH MAKES AVAILABLE \$7,000,000 FOR OTHER ORANGE COUNTY PROJECTS INCLUDED HEREIN.	Existing: 2010	2M01117 ORA120332
				Revised: \$140,000		Revised: 2014	
OR	Auxiliary	SR-57	EXISTING TEXT (REFER TO 2004 RTP APPENDIX I, PG-163): FROM KATELLA ON-RAMP TO LINCOLN OFF-RAMP, ADD NB AUX LANE WITH FULL STANDARD MEDIAN REVISED: EXISTING 4 NB MIXED FLOW; WIDEN TO 5 MIXED FLOW LANES NB FROM 0.3 MI SOUTH OF KATELLA TO 0.3 MI NORTH OF LINCOLN (2.92 MI).	Existing: \$18,100	INCREASE IN PROJECT COST FUNDED BY \$20,086,000 CMA ALLOCATION AND \$2,900,000 NEW MEASURE M SALES TAX EXPENDITURE PLAN REVENUES NOT INCLUDED IN 2004 RTP FORECAST.	Existing: 2020	2M01119 ORA120333
				Revised: \$41,086		Revised: 2015	
OR	Mixed Flow	SR-91	ADD 1 MIXED FLOW LANE EACH DIRECTION FROM SR-55 TO RIVERSIDE COUNTY LINE	Existing: \$250,000	IN ADDITION TO \$250,000,000 FUNDING IDENTIFIED FOR THE PROJECT IN THE 2004 RTP, AN ADDITIONAL \$22,000,000 HAS BEEN ALLOCATED TO THE PROJECT FROM THE CMA WHICH MAKES AVAILABLE \$22,000,000 FOR OTHER ORANGE COUNTY PROJECTS INCLUDED HEREIN.	Existing: 2010	2M04121 ORA030601
				Revised: \$250,000		Revised: 2014	
OR	Auxiliary	SR-91	SR-91 EASTBOUND LANE ADDITION BETWEEN SR-241 & SR-71, & IMPROVE NB SR-71 CONNECTOR FROM SR-91 TO STD; ONE LANE AND SHOULDER WIDTH.	Existing: \$65,120	PROJECT COST INCREASE FUNDED BY \$71,440,000 CMA ALLOCATION WHICH MAKES AVAILABLE \$56,060,000 FOR OTHER ORANGE COUNTY PROJECTS INCLUDED HEREIN.	Existing: 2015	2M01123 ORA120336
				Revised: \$80,500		Revised: 2011	

ORANGE COUNTY PROJECTS								*CTC adopted CMA projects listed in bold	
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment	
OR	Transit	SR-91	PLACENTIA TRANSIT STATION – E OF SR-57 AND MELROSE ST AND N OF CROWTHER AVE. CONSTRUCT NEW METROLINK STATION AND RAIL SIDING	\$23,250	PROJECT COST FUNDED BY \$19,100,000 2006 STIP AUGMENTATION ALLOCATION AND IDENTIFIED \$4,150,000 LOCAL DISCRETIONARY AGENCY FUNDING.	2014	ORA030612	New project	
OR	Mixed Flow	I-405	CONSTRUCT ONE ADDITIONAL GEN PURPOSE LANE IN EACH DIRECTION ON I-405 AND PROVIDE ADDITIONAL IMPROVEMENTS FROM SR73 TO LA COUNTY LINE (THIS LISTING IS TO REFLECT THE ADDITION OF PE FUNDS ONLY)	\$5,587	PROJECT COST FUNDED BY \$2,069,000 SAFETEA-LU HIGH PRIORITY PROJECT CONGRESSIONAL EARMARK, \$518,000 LOCAL DISCRETIONARY INCOME, AND \$3,000,000 NEW MEASURE M SALES TAX EXPENDITURE PLAN REVENUES NOT INCLUDED IN 2004 RTP FORECAST.	2012 (For PE only)	ORA030605	New project for PE only	
OR	HOV	I-405 / SR-22	EXISTING TEXT (REFER TO 2006 RTP VOL 3; CC STATE HWY PROJECTS, PG2): SR-22/I-405 AND I-405/I-605 INTERCHANGES - HOV TO HOV LANE CONNECTORS REVISED: HOV CONNECTORS ON SR-22/I-405 BETWEEN SEAL BEACH BLVD AND VALLEY VIEW, AND ON I-405/I-605 BETWEEN KATELLA AVE AND SEAL BEACH BLVD, WITH A SECOND HOV LANE IN EACH DIRECTION ON I-405 BETWEEN THE TWO DIRECT CONNECTORS.	Existing: \$105,000 Revised: \$400,000	INCREASE IN PROJECT COST FUNDED BY \$200,000,000 CMA ALLOCATION AND \$95,000,000 NEW MEASURE M SALES TAX EXPENDITURE PLAN REVENUES NOT INCLUDED IN 2004 RTP FORECAST.	Existing: 2015 Revised: 2013	2H01145 ORA000193	Revised scope, revised schedule, project cost increase	
OR	Arterial	Local	WIDENING OF LAGUNA CANYON/I-405 OVERCROSSING FROM 2 TO 4 LANES	Existing: \$860 Revised: \$12,031	EXISTING PROJECT IS FOR ENGINEERING ONLY. AMENDMENT INCLUDES FULL PROJECT COST. COST INCREASE FUNDED BY IDENTIFIED LOCAL DISCRETIONARY INCOME MADE UP OF \$6,927,000 LOCAL CITY FUNDING AND \$4,244,000 DEVELOPER FEE.	2010	ORA110602	2006 RTP project previously not modeled – project to be included in regional modeling and conformity analysis	

RIVERSIDE COUNTY

Major Regional Projects

I-215 HOV Lane Additions from Nuevo to Box Springs

New Project

RTP/RTIP Project No. 3H07A

Completion Date: 2013

This project will construct one HOV lane in each direction on I-215 from Nuevo to Box Springs. See *Figure 7*.

SR-91 HOV Lane Addition from Adams to SR-60/I-215 IC

RTP/RTIP Project No. RIV010212

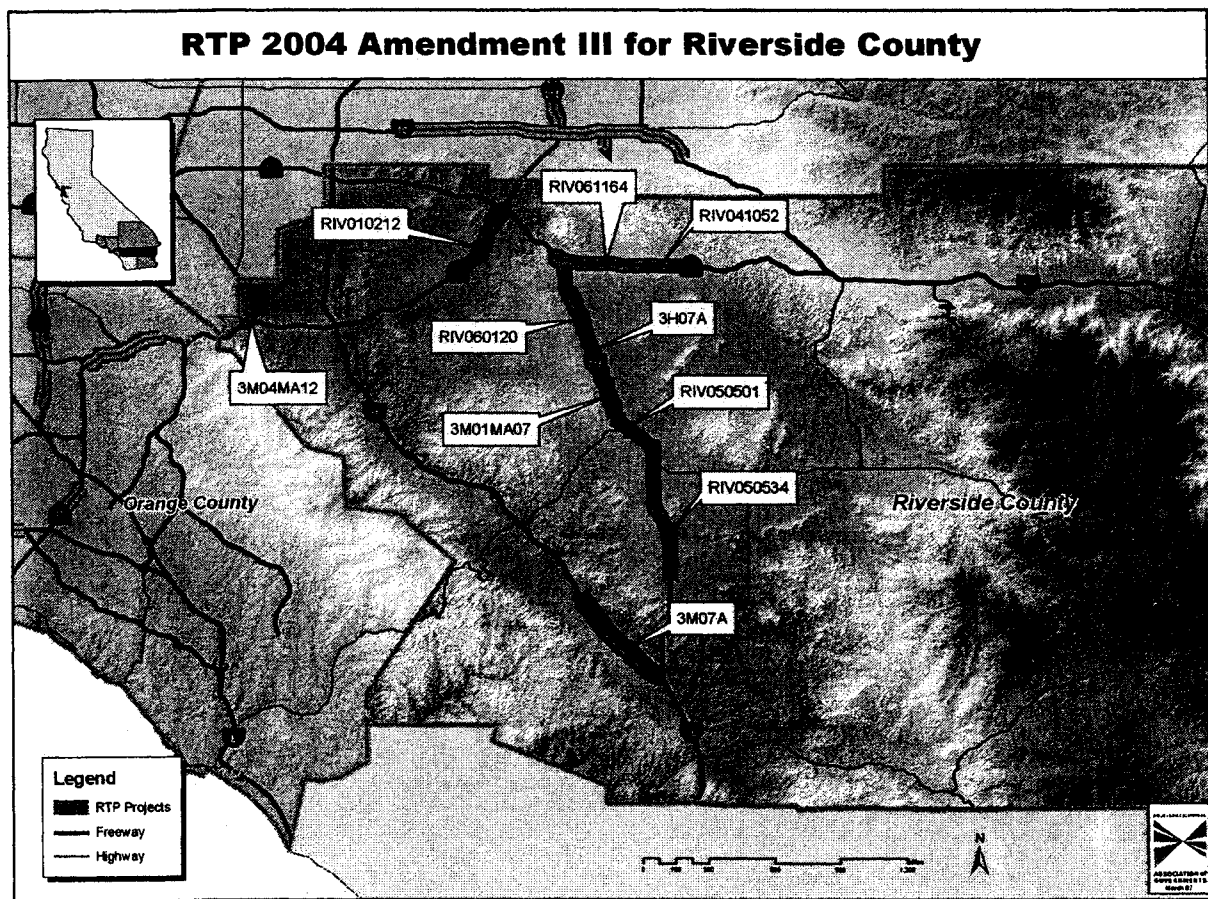
CTC Adopted CMIA Project

Current Completion Date: 2013

Revised Completion Date: 2014

This project will add HOV lanes on SR-91 from Adams to the SR-60/I-215 IC. It will also include the addition of auxiliary lanes from Madison to Central, bridge widening and replacements, EB/WB braided ramps, IC modifications/reconstruction and sound retaining walls. See *Map 3*.

Map 3: Riverside County Project Locations



DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 3 – RIVERSIDE COUNTY PROJECTS

2004 RTP AMENDMENT								
RIVERSIDE COUNTY PROJECTS								
*CTC adopted CMA projects listed in bold								
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment
RV	Mixed Flow	I-15	I-15 ADD 1 MF LANE EACH DIRECTION, BUNDY CYN TO I-15/I-215 IC (FROM 3 TO 4 MF EACH DIR.)	\$110,000	PROJECT COST FUNDED BY \$110,000,000 FUTURE SALES TAX MEASURE A FUNDS. FUNDING BASED ON REVISED SALES TAX FORECAST ABOVE ORIGINAL 2004 RTP ESTIMATES.	2013	3M07A	New project
RV	IC / Ramps	SR-60	EXISTING TEXT (REFER TO 2006 RTP VOL 3; RIV CO STATE HWY PROJECTS, PG3): SR-60/NASON ST IC + MORENO BEACH DR IC: WIDEN NASON OC 2 TO 6 LNS; MODIFY MORENO BEACH DR IC – WIDEN 2 TO 6 LNS. REALIGN/WIDEN RAMPS 1 TO 2 LNS. ADD WB ON-RAMP, ADD AUX LN EB (HALFWAY FROM NASON TO MORENO BEACH) & WB (WB ENTRY RAMP HALFWAY TO NASON) (EA: 32301K) REVISED: SR-60/NASON ST IC + MORENO BCH DR IC: WIDEN NASON OC 2 TO 4 LNS; MODIFY MORENO BCH DR IC – WIDEN 2 TO 6 LNS, REALIGN/WIDEN RAMPS 1 TO 2 LNS, ADD WB ON-RAMP, ADD AUX LN EB (HALFWAY FROM NASON TO MORENO BCH) & WB (WB ENTRY RAMP HALFWAY TO NASON) (EA: 32301K)	\$54,800	PROJECT COST INCREASES OFFSET BY REDUCED PROJECT SCOPE FOR NASON OC. NO FISCAL IMPACT.	2011	RIV041052	Revised scope
RV	Other	SR-60	TEMPORARY OPERATIONAL CHANGE: CALTRANS PROPOSAL TO CONVERT EXISTING FULL TIME HOV LN TO PART-TIME LN IN BOTH DIRECTIONS ON 8-MILE SEGMENT OF SR-60 IN RIVERSIDE CTY (EAST OF SR 60/I-215 JCT TO REDLANDS BLVD). CONVERSION WOULD LAST FOR 3 YRS AT WHICH TIME IT WILL REVERT BACK TO FULL TIME HOV LN. HOV LN WOULD BE HOV ONLY FROM 6AM-10AM AND FROM 3PM-7PM AND OPEN TO SOV'S THE REMAINING HOURS OF THE DAY. SIGNAGE WILL BE INSTALLED TO INFORM MOTORISTS OF THE NEW HOURS OF OPERATION. NO ADDITIONAL CHANGES (STRIPING, INGRESS/EGRESS, ETC.) ARE PROPOSED.	NA	AMENDMENT IS OPERATIONAL CHANGE ONLY. NO FISCAL IMPACT.	2007-2010	RIV061164	Temporary operational change from 24/7 HOV operations to part-time HOV operations

DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 3 – RIVERSIDE COUNTY PROJECTS

RIVERSIDE COUNTY PROJECTS							
*CTC adopted CMA projects listed in bold							
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID
RV	Mixed Flow	SR-71 / SR-91	EXISTING TEXT (REFER TO 2004 RTP APPENDIX I, PGI-167): IMPROVE INTERCHANGE	Existing: \$26,000	INCREASE IN PROJECT COST FUNDED BY \$11,885,000 2006 STIP AUGMENTATION ALLOCATION AND \$61,129,000 FUTURE SALES TAX MEASURE A FUNDS. FUNDING BASED ON REVISED SALES TAX FORECAST ABOVE ORIGINAL 2004 RTP ESTIMATES.	Existing: 2030	3M04MA12
			NEW TEXT FURTHER DEFINES EXISTING SCOPE FROM 2004 RTP APPENDIX I, PGI-167: REPLACE THE EXISTING AT-GRADE EB SR-91 TO NB SR-71 LOOP WITH DIRECT FLYOVER CONNECTOR AND CONSTRUCT A COLLECTOR-DISTRIBUTOR SYSTEM EB BTW GREEN RIVER RD IC AND 71/91 JCT. EXTEND EXISTING AUX LNS FROM THE SB SR-71 TO EB SR-91 CONNECTOR TO SERFAS CLUB DR. AND FROM WB SR-91 TO NB SR-71 CONNECTOR TO AUTO CENTER DR. EXTEND EXISTING EB FIFTH GENERAL PURPOSE LN FROM SR-71 TO SERFAS CLUB DR.	Revised: \$99,014		Revised: 2016	
RV	HOV	SR-91	HOV LANES, ADAMS TO SR-60/SR-91/I-215 IC	Existing: \$122,916	PROJECT COST INCREASE FUNDED BY \$157,198,000 CMA ALLOCATION WHICH MAKES AVAILABLE \$47,337,000 FOR OTHER RIVERSIDE COUNTY PROJECTS INCLUDED HEREIN.	Existing: 2013	RIV010212
				Revised: \$232,777		Revised: 2014	
RV	Mixed Flow	I-215	EXISTING TEXT (REFER TO 2004 RTP APPENDIX I, PGI-167): FROM EUCALYPTUS AVE TO I-15, EXISTING 2 LNS EACH DIR, ADD 1 MF LN EACH DIR	Existing: \$210,000	IN ADDITION TO \$210,000,000 FUNDING IDENTIFIED FOR THE PROJECT IN THE 2004 RTP, \$38,570,000 FROM THE 2006 STIP \$46,586,000 FROM THE 2006 STIP AUGMENTATION ALLOCATION HAS BEEN IDENTIFIED. THIS MAKES AVAILABLE \$60,156,000 FOR OTHER RIVERSIDE COUNTY PROJECTS INCLUDED HEREIN.	Existing: 2025	3M01MA07
			NEW TEXT FURTHER DEFINES EXISTING SCOPE FROM 2004 RTP APPENDIX I, PGI-167: SEG 1: I-215 ADD 1 MF LANE EACH DIRECTION, I-15/I-215 TO SCOTT RD (CMA ADOPTED) SEG 2: I-215 ADD 1 MF LANE EACH DIRECTION, SCOTT ROAD TO NUEVO	Revised: \$235,000		Revised: SEG 1 – 2013 SEG 2 – 2014	
							Revised schedule, project cost increase
							Schedule change, project cost increase
							Revised schedule, project cost increase

RIVERSIDE COUNTY PROJECTS							
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID
RV	IC / Ramps	I-215	EXISTING TEXT (REFER TO 2006 RTIP VOL 3: RIV CO STATE HWY PROJECTS, PG6): I-215/VAN BUREN BLVD IC: RECON/WIDEN IC 3 TO 7 LNS (4 WB, 3 EB) & RAMPS 1 TO 2 & 3 LNS (W/ HOV LNS), ADD NB LOOP ENTRY RAMP (2 LNS), ADD NB/SB AUX LNS RIGHT & LEFT TURN LNS (EA 0E520K)	Existing: \$34,050	PROJECT COST INCREASE DUE TO ADDITION OF RIGHT OF WAY AND CONSTRUCTION PHASES. COST FUNDED BY \$8,500,000 IDENTIFIED TUMF FUNDS OVER FORECAST FROM 2004 RTP AND \$51,000,000 LOCAL DISCRETIONARY FUNDS.	2011	RIV050120
			REVISED: I-215/VAN BUREN BLVD IC: RECON/WIDEN IC 2 TO 4 LNS (MUSEUM-OPPORTUNITY), ADD NEW NB 3 LN LOOP ON-RAMP (2 MF, 1 HOV); WIDEN NB/SB OFF-RAMPS (1 TO 2 LNS), SB ON-RAMP (1 TO 2 MF + 1 HOV), NB ON-RAMP (1 TO 1 MF + 1 HOV), ADD NB/SB AUX LN TO CACTUS (EA: 0E520K)	Revised: \$93,550			
RV	IC / Ramps	I-215	EXISTING TEXT (REFER TO 2006 RTIP VOL 3: RIV CO STATE HWY PROJECTS, PG6): ON I-215 IN PERRIS @ SR-74/G ST IC: REPLACE 2 LN OC W/ 8 LN OC, WIDEN REDLANDS AVE (4 TH TO SAN JACINTO); WIDEN/REALIGN RAMPS: 1 TO 2 LNS ON NB OFF 2 LNS, SB OFF 4 LNS; MODIFY 4 TH ST (G TO EASTERLY TERMINUS) & RECONSTRUCT INTERSECTIONS	\$3,420	PROGRAMMING IS FOR ENGINEERING ONLY. AS SUCH, NO CHANGE TO PROJECT COST. NO FISCAL IMPACT.	2012	RIV050501
			REVISED: ON I-215 IN PERRIS @ SR-74/G ST IC: REPLACE 2 LN OC W/ 4 LN OC, WIDEN REDLANDS AVE (4 TH TO SAN JACINTO); WIDEN/REALIGN RAMPS: 1 TO 2 LNS ON NB OFF 2 LNS, SB OFF 4 LNS; MODIFY 4 TH ST (G TO EASTERLY TERMINUS) & RECONSTRUCT INTERSECTIONS				
RV	IC / Ramps	I-215	EXISTING TEXT (REFER TO 2006 RTIP VOL 3: RIV CO STATE HWY PROJECTS, PG6): ON I-215 AT NEWPORT RD IC IN SOUTHWEST RIV CNTY - WIDEN UNDER CROSSING ARTERIAL 4 TO 6 LANES FROM HAJUN RD TO ANTELOPE RD & MODIFY RAMPS (PA&ED/PRE-DESIGN)	Existing: \$3,000	PROJECT COST INCREASE DUE TO ADDITION OF RIGHT OF WAY AND CONSTRUCTION PHASES. COST FUNDED BY \$13,000,000 IDENTIFIED TUMF FUNDS OVER ORIGINAL FORECAST FROM 2004 RTP AND \$29,000,000 LOCAL DISCRETIONARY FUNDS.	2013	RIV050534
			NEW TEXT FURTHER DEFINES EXISTING SCOPE FROM 2006 RTIP V3: RIV CO STATE HWY PROJECTS, PG6): I-215/NEWPORT RD IC: RECON/WIDEN 4 TO 6 LNS (ANTELOPE-HAJUN), ADD NEW NB/SB 2-LN LOOP ENTRY RAMPS, WIDEN SB ENTRY 2 TO 3 LNS, ADD HOV LN TO EXISTING NB/SB ENTRY RAMPS	Revised: \$45,000			

DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 3 – RIVERSIDE COUNTY PROJECTS

RIVERSIDE COUNTY PROJECTS									*CTC adopted CMA projects listed in bold	
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment		
RV	HOV	I-215	I-215 ADD 1 HOV LANE EACH DIRECTION, NUEVO TO BOX SPRINGS	\$181,700	PROJECT COST FUNDED BY \$181,700,000 IN FUTURE SALES TAX MEASURE A FUNDS. FUNDING BASED ON REVISED SALES TAX FORECAST ABOVE ORIGINAL 2004 RTP ESTIMATES.	2013	3Hq7A	New project		

SAN BERNARDINO COUNTY

I-215 Widening and Operational Improvements from I-10 to I-210

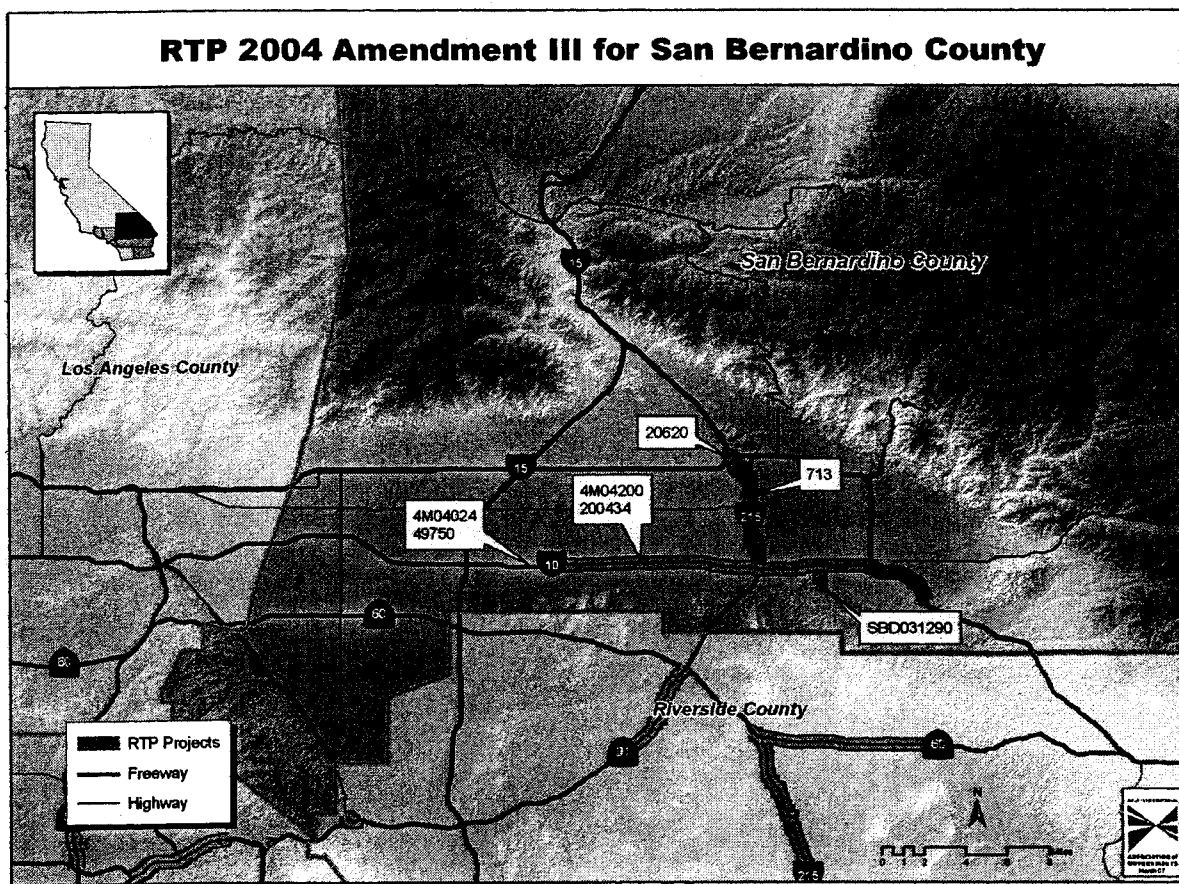
RTP/RTIP Project No. 713

Current Completion Date: 2010

Revised Completion Date: 2013

This project in San Bernardino County will add 1 HOV and 1 mixed flow lane in each direction on I-215 from I-10 to I-210. The project will also add operational improvements including auxiliary lanes and braided ramps. See *Map 4*.

Map 4: San Bernardino County Project Locations



VENTURA COUNTY

US-101 HOV Lanes from Mobil Pier Road to Casitas Pass Road

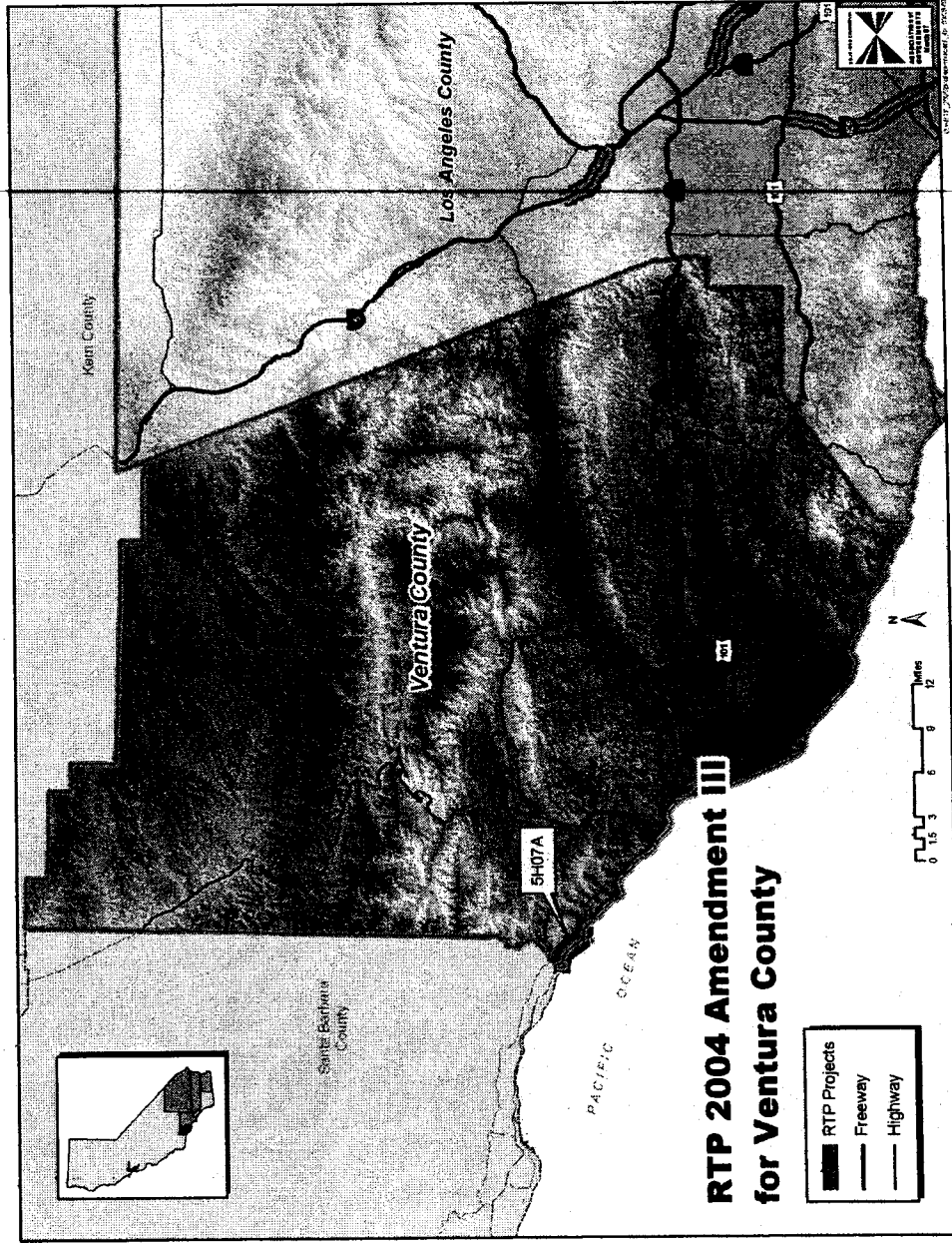
New Project

RTP/RTIP Project No. 5H07A
CTC Adopted CMIA Project

Completion Date: 2013

This project in Ventura County will add 1 HOV lane each direction on US-101 along with related improvements from Mobil Pier Road to Casitas Pass Rd in Santa Barbara Co. (PM R 39.8 to 2.4). See Map 5.

Map 5: Ventura County Project Location



RTP 2004 Amendment III for Ventura County

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

May 3, 2007

DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 4 - SAN BERNARDINO & VENTURA COUNTY PROJECTS

2004 RTP AMENDMENT									
SAN BERNARDINO COUNTY PROJECTS									
<i>*GTC adopted CMIA projects listed in bold</i>									
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment	
SB	Mixed Flow	I-10	ON I-10 IN REDLANDS AND YUCAIPA FROM FORD ST. OC TO LIVE OAK CANYON RD. CONSTRUCT 1 WB MIXED FLOW LANE	Existing: 33,000 Revised: 43,186	INCREASE IN PROJECT COST FUNDED BY \$26,500,000 CMIA ALLOCATION WHICH MAKES AVAILABLE \$16,314,000 FOR OTHER SAN BERNARDINO PROJECTS INCLUDED HEREIN.	2011	4M04290 200434	Project cost increase	
SB	IC / Ramps	I-10	WIDEN EXIT RAMPS AND CONSTRUCT AUXILIARY LNS FOR CHERRY, CITRUS AND CEDAR IC'S	Existing: \$19,000 Revised: \$30,325	INCREASE IN PROJECT COST FUNDED BY \$19,233,000 CMIA ALLOCATION WHICH MAKES AVAILABLE \$7,908,000 FOR OTHER SAN BERNARDINO PROJECTS INCLUDED HEREIN.	2010	4M04024 49750	Project cost increase	
SB	IC / Ramps	I-210	UPLAND TO SAN BERNARDINO FROM LA CO LINE TO I-215 - 8 LN FREEWAY INCLUDING 2 HOV LNS (6-2)-210 CORR. W/ AUX LNS THROUGHOUT SEGS. 9-11. SEG.11 INCL CONNECTORS BETWEEN 210 & 215	Existing: 377,372 Revised: \$402,339	INCREASE IN PROJECT COST FUNDED BY \$22,000,000 CMIA ALLOCATION AND \$25,000,000 STIP AUGMENTATION ALLOCATION WHICH MAKES AVAILABLE \$22,033,000 FOR OTHER SAN BERNARDINO PROJECTS INCLUDED HEREIN.	Existing: 2009 Revised: 2010	20620	Project cost increase, schedule change	
SB	Mixed Flow	I-215	I-215 CORRIDOR NORTH - IN SAN BERNARDINO FROM I-10 TO I-210 ADD 2 HOV LNS AND 2 MF LNS (1 EA DIR) AND OPERATIONAL IMPROVEMENTS INCL AUX LNS & BRAIDED RAMPS. AUX LN: NB/SB MILL TO 2 ND NB RIALTO TO 5 TH NB/SB 3 RD TO SR-259, NB/SB 5 TH TO BASELINE, NB SR-259 TO HIGHLAND AVE EXIT ON SR-259, SB BASELINE EXIT TO CONNECTOR FROM SB I-210, FROM NB CONNECTOR TO SR-259 TO CONNECTOR TO WB I-210	Existing: \$576,833 Revised: \$682,381	INCREASE IN PROJECT COST FUNDED BY \$108,120,000 CMIA ALLOCATION WHICH MAKES AVAILABLE \$2,572,000 FOR OTHER SAN BERNARDINO PROJECTS INCLUDED HEREIN.	Existing: 2010 Revised: 2013	713	Revised schedule, project cost increase	

DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 4 – SAN BERNARDINO & VENTURA COUNTY PROJECTS

SAN BERNARDINO COUNTY PROJECTS									*CTC adopted CMA projects listed in bold	
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment		
SB	Arterial	Local	EXISTING TEXT (REFER TO 2006 RTIP AMENDMENT 4): FROM MOUNTAIN VIEW AVENUE VAN LEUVAN TO PROSPECT WIDEN TWO EXISTING BRIDGES FROM 3 LANES TO 4 LANES	Existing: \$3,640	PROJECT COST INCREASE FUNDED BY IDENTIFIED HIGHWAY BRIDGE PROGRAM ALLOCATION FOR \$5,037,000 WHICH MAKES AVAILABLE \$2,697,000 FOR OTHER SAN BERNARDINO PROJECTS INCLUDED HEREIN.	Existing: 2006	SBD031290	Revised schedule, project cost increase		
			NEW TEXT FURTHER DEFINES EXISTING SCOPE FROM 2006 RTIP AMENDMENT 4: MOUNTAIN VIEW AVE (VAN LEUVAN TO PROSPECT), WIDEN 2 EXISTING BRIDGES FROM 3 TO 4 LNS. PT 1: MT VIEW AVE; OVER UP RAILROAD & AMTRAK, 1.0 MI S/O I-10. PT 2: MT VIEW AVE, OVER SAN TIMOTEO CREEK, 0.9 MI S/O I-10. BRIDGE REHAB/WIDEN – FROM 3 TO 4 LNS	Revised: \$5,980		Revised: 2007				
VENTURA COUNTY PROJECTS										
VE	HOV	US-101	ADD 1 HOV LANE EACH DIR FROM MOBIL PIER ROAD UC NEAR MUSSEL SHOALS IN VENTURA CO. TO S/O CASITAS PASS RD IN SANTA BARBARA CO. (PM R 39.8 TO 2.4). EXTEND ON AND OFF-LANES AT MUSSEL SHOALS & LA CONCHITA FOR BETTER ACCELERATION AND DECELERATION, BUT KEEP AS SINGLE LANES. CLOSE THE EXISTING 3 MEDIAN OPENINGS LOCATED NEAR THE COMMUNITIES OF LA CONCHITA AND MUSSEL SHOALS. EXPRESSWAY WILL REMAIN AN EXPRESSWAY BECAUSE THE EXISTING VEHICLE PARKING AND BIKE LANE LOCATED ON SOUTHBOUND HIGHWAY 101 WITHIN THE PROJECT SEGMENT WILL REMAIN.	\$77,240	PROJECT COST FUNDED BY \$67,107,000 CMA ALLOCATION AND \$10,133,000 2006 ITIP AUGMENTATION ALLOCATION.	2013	5H07A	New project		

FISCAL IMPACT

The 2004 RTP Amendment includes both changes to existing projects as well as the addition of new projects. The fiscal impact of each individual project is discussed in the above summary tables under the fiscal impact column for each respective county.

The increase in project cost totals \$2.8 billion, which is broken down by county in the table below (first row). This increase is being funded by the identified sources which are in addition to 2004 RTP forecasted revenues, also broken down by county in the table below. Please note that in some cases identified funding was greater than the total cost increase for certain counties (see last row in table below).

(Amounts in \$1,000's)						
	Los Angeles	Orange	Riverside	San Bernardino	Ventura	SCAG Region
Total Cost Increase	\$1,495,778	\$505,705	\$601,075	\$154,366	\$77,240	\$2,834,164
Sources:						
CMIA Allocation Funding	\$1,190,000	\$383,526	\$195,768	\$175,853	\$67,107	\$2,012,254
Other Federal Funding	\$1,996	\$45,461	\$0	\$5,037	\$0	\$52,494
2006 STIP Augmentation Allocation Funding	\$116,260	\$74,219	\$58,471	\$25,000	\$0	\$273,950
2006 ITIP Augmentation Allocation Funding	\$1,500	\$0	\$0	\$0	\$10,133	\$11,633
Local City Discretionary Funding	\$99	\$15,839	\$80,000	\$0	\$0	\$95,938
TUMF Funding	\$0	\$0	\$21,500	\$0	\$0	\$21,500
Private Funding	\$6,200	\$0	\$0	\$0	\$0	\$6,200
County Sales Tax Funding	\$108,921	\$100,900	\$352,829	\$0	\$0	\$562,650
Future CTC Commitment Funding	<u>\$71,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$71,000</u>
Funding Surplus	\$198	\$114,240	\$107,493	\$51,524	\$0	\$273,455

Based on review of the funding considerations for each project documented herein, SCAG finds that the amendment does not adversely impact the financial constraint of the 2004 RTP. The Plan remains financially constrained.



TRANSPORTATION CONFORMITY

Transportation conformity is required under the federal Clean Air Act to ensure that federally supported highway and transit project activities are consistent with ("conform to") the purpose of the State Implementation plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standards. Conformity applies to non-attainment and maintenance areas for the following transportation-related criteria pollutants: ozone, particulate matter (PM_{2.5} and PM₁₀), carbon monoxide (CO), and nitrogen dioxide (NO₂).

Federal and state regulations require that a transportation conformity process must be undertaken by SCAG as the Metropolitan Planning Organization (MPO) of the region prior to the 2004 RTP/2006 RTIP Amendments' approval and conformity finding by the Regional Council. This includes interagency consultation, release of the draft document for public review and comment, responses to comments, and a public meeting of the Regional Council prior to final action.

The findings of the conformity determination for the 2004 RTP/2006 RTIP Amendments are presented below. Details of the regional emissions analysis and timely implementation of transportation control measures (TCMs) which support the conformity determination follow the findings.

CONFORMITY FINDINGS

SCAG's findings for the approval of the 2004 RTP/2006 RTIP Amendments are as follows:

✓ Consistency with 2004 RTP / 2006 RTIP Test

Statement of Fact: Inclusion of the amendments in the 2004 RTP would not change any other policies, programs and projects which were previously approved by the federal agencies on June 7, 2004.

Statement of Fact: Inclusion of the amendments in the 2006 RTIP would not change any other projects which were previously approved by the state and federal agencies on October 2, 2006.

Finding: The 2004 RTP/2006 RTIP Amendments are consistent with the 2004 RTP and 2006 RTIP, and meet all federal and state requirements and regulations.

✓ Regional Emissions Test

Finding: The Amended 2004 RTP/ 2006 RTIP regional emissions for ozone precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the South Coast Air Basin and Ventura County portion of South Central Coast Air Basin.



Finding: The Amended 2004 RTP/2006 RTIP regional emissions for direct PM10 and precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the South Coast Air Basin.

Finding: The Amended 2004 RTP/2006 RTIP regional emissions for CO are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the South Coast Air Basin.

Finding: The Amended 2004 RTP/2006 RTIP regional emissions for NO2 are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the South Coast Air Basin.

Finding: The Amended 2004 RTP/2006 RTIP regional emissions for direct PM2.5 and NOx precursor are less than the base year (2002) for the 24-hour and the annual standards in the in the South Coast Air Basin.

✓ **Timely Implementation of TCMs Test**

Finding: The past obstacles to timely implementation of two TCMs identified in the amendments have been described and overcome, and all state and local agencies with influence over approvals or funding are giving maximum priority to approval or funding of these TCMs.

✓ **Financial Constraint Test**

Finding: All projects listed in the 2004 RTP and 2006 RTIP, including the proposed amendments, are financially constrained for all fiscal years. Fiscal constraint is analyzed in the Fiscal Impact section of this report.

✓ **Interagency Consultation and Public Involvement Test**

Finding: The 2004 RTP/2006 RTIP Amendments complies with all federal and state requirements for interagency consultation and public involvement. SCAG has consulted with the respective transportation and air quality planning agencies. The proposed RTP/RTIP Amendment was discussed at the Transportation Conformity Working Group (which includes representatives from the respective air quality and transportation planning agencies) on 4 occasions (January 30, 2007, February 27, 2007, March 27, 2007, and April 24, 2007). In addition, the 2004 RTP/2006RTIP Amendment has been released for a 30 day public comment period.



Regional Emissions Analysis

The SCAG region is comprised of the Ventura County portion of the South Central Coast Air Basin, the South Coast Air Basin, the Mojave Desert Air Basin, and Salton Sea Air Basin. Except for one project amendment located in Ventura, all of the proposed projects included in this RTP/RTIP amendment are located within the South Coast Air Basin. Emissions changes in the Mojave Desert and Salton Sea Air Basins due to the proposed amendment are negligible and not included in this report.

South Coast Air Basin

OZONE (Summer [tons per day])				
ROG	YR 2008	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006				
RTIP Amendments	213	151	107	73
BUDGET	216	155	155	155
NOx	YR 2008	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006				
RTIP Amendments	453	349	184	121
BUDGET	464	352	352	352

PARTICULATE MATTER LESS THAN 10 MICRONS (PM10)			
(Annual Average [tons per year])			
ROG	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006			
RTIP Amendments	189	106	73
BUDGET	251	251	251
NOx	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006			
RTIP Amendments	418	193	126
BUDGET	549	549	549
PM10	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006			
RTIP Amendments	156	152	152
BUDGET	166	166	166

NITROGEN DIOXIDE (NO2) (Winter [tons per day])			
NOx	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006			
RTIP Amendments	448	206	133
BUDGET	686	686	686



CARBON MONOXIDE (CO) (Winter [tons per day])			
CO	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006			
RTIP Amendments	1,805	859	530
BUDGET	3,361	3,361	3,361

PARTICULATE MATTER LESS THAN 2.5 MICRONS (PM2.5)			
(Annual Average [tons per year])			
NOx	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006			
RTIP Amendments	15,2388	70,399	45,909
BASE YEAR (2002)	260,650	260,650	260,650
PM2.5	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006			
RTIP Amendments	4,541	4,402	4,628
BASE YEAR (2002)	4,844	4,844	4,844
PARTICULATE MATTER LESS THAN 2.5 MICRONS (PM2.5)			
(24-Hour [tons per day])			
NOx	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006			
RTIP Amendments	418	193	126
BASE YEAR (2002)	714	714	714
PM2.5	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006			
RTIP Amendments	12.4	12.1	12.7
BASE YEAR (2002)	13.3	13.3	13.3

Ventura County Portion of the South Central Coast Air Basin

OZONE (Summer [tons per day])			
ROG	YR 2010	YR 2020	YR 2030
Plan w/ 2004			
RTP/2006 RTIP			
Amendments	10.7	6.2	4.2
BUDGET	14.3	14.3	14.3
NOx	YR 2010	YR 2020	YR 2030
Plan w/ 2004			
RTP/2006 RTIP			
Amendments	15.1	6.8	4.4
BUDGET	21.4	21.4	21.4



Timely Implementation of TCMs

Pursuant to the conformity rule Section 93.113(c)(1), if a TCM is behind the schedule established in the applicable implementation plan, the MPO and DOT must determine that past obstacles to implementation of the TCM have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control.

The 2004 RTP/ 2006 RTIP Amendments include revised schedules for two TCM projects as shown in the following table.

Project ID	Description	Schedule Change
LA000358	Route 5 from Route 134 to Route 170 - HOV lanes (8 to 10 lanes)	From 2010 to 2011
713 (San Bernardino)	I-215 Corridor North from Route 10 to Route 215 - add 2 HOV lanes and 2 mixed flow lanes (one in each direction) and operational improvements including auxiliary lanes and braided ramps	From 2010 to 2013

The major obstacles and steps to overcome the delays are described below.

Route 5 (ID# LA000358)

- On September 29, 2006, Governor Schwarzenegger signed into law SB 1210 Eminent Domain, which became effective January 1, 2007. SB 1210, authored by Senator Tom Torlakson (D-Antioch), changes certain processes that relate to the taking of property by eminent domain. Specifically, this bill:
 - Prevents issuance of a pre-judgment order of possession without prior notice and an opportunity to respond for the property owner or occupants.
 - Requires an entity seeking to take property by eminent domain to offer to pay the property owner's reasonable costs in ordering an independent appraisal of the property.
 - Defines litigation expenses to include reasonable attorney's fees and reasonable expert witness and appraiser fees.
 - Prohibits a redevelopment agency from exercising eminent domain over 12 years after adoption of the redevelopment plan, unless "substantial blight" exists that cannot be eliminated without eminent domain.
- Caltrans uses the power of eminent domain to acquire rights-of-way for transportation projects. As a result of the passage of SB 1210, the proposed project will not meet its originally scheduled completion date of 2010. Additional time is required for right-of-way acquisition.
- The expected construction start date is spring 2009. The completion date of the proposed project is being delayed one year, from 2010 to 2011.
- To date, the project is fully funded.



I-215 Corridor (ID# 713)

- In 2001, after preliminary engineering (30%-35% designed) and a Record of Decision issued by FHWA, the project went through a Value Analysis Study which was finalized later that same year. Recommendations from the Value Analysis study included a substantial redesign of the entire corridor but with specific attention to all of the local interchanges. As originally designed, a collector-distributor road system was to be utilized to accommodate the increase in volume at local interchanges that would result from increasing the freeway capacity from a total of three lanes in each direction to five lanes each direction. The collector-distributor design required substantial right-of-way acquisition, and the Value Analysis study recommended using a different design concept at local interchanges known as "braid-split" interchanges. This was considered to be a substantial enough design change to warrant an Environmental Reevaluation of the approved 2001 environmental document.
- The Environmental Reevaluation process required additional traffic analysis, a modified access report, community meetings, coordination with local stakeholders, and numerous discussions with both Caltrans and FHWA staff. During the Environmental Reevaluation process and due in part to the additional traffic analysis, it was concluded that rather than proceeding with a two-phase widening which would first add only the HOV lane in each direction and then later add a mixed flow lane in each direction, the Environmental Reevaluation should reflect the ultimate widening. The Environmental Reevaluation was finalized by Caltrans in November 2005 and approved by FHWA in December 2005.
- Right-of-way acquisition has proceeded on approximately 30 core parcels during the Environmental Reevaluation process; however, SANBAG/Caltrans were not permitted to proceed on nearly 200 other parcels until the Environmental Reevaluation was approved. With the approval of the Environmental Reevaluation, Caltrans is again acquiring parcels, but due to the initial delay and also to changes in State law related to parcel acquisition, the original ROW acquisition schedule has not been met.
- Assuming Caltrans meets the agreed upon right-of-way delivery dates, it is anticipated this freeway reconstruction project will begin construction by the end of 2008 with completion in late 2012.
- The project is fully funded from available revenue sources.



ADDENDUM TO THE 2004 REGIONAL TRANSPORTATION PLAN (RTP) PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)

INTRODUCTION

This document is an Addendum to the Final Program Environmental Impact Report ("PEIR") for the 2004 Regional Transportation Plan ("RTP" or "Plan"), prepared and certified by the Southern California Association of Governments ("SCAG") on April 1, 2004.³ To date, there have been two project amendments and one Administrative Amendment to the 2004 RTP. The first amendment, which was adopted on February 2, 2006, involved the substitution of the CenterLine light rail and Yorba Linda Metrolink Station projects with a combination of four replacement projects, which included a bus rapid transit line, a local transit shuttle, Metrolink service improvements, and free HOV 3+ on the SR-91 Express lanes. Additionally, this involved revisions in the scope and schedule of the SR-241/Foothill South toll road extension. A second amendment, which was adopted on July 27, 2006, was requested by Omnitrans to add a bus rapid transit project, called sbX for San Bernardino Express, to San Bernardino County.

An Administrative Amendment (Gap Analysis), was prepared to bring the 2004 RTP into compliance with the planning requirements of the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" ("SAFETEA-LU") (Pub. L. No. 109-59, Title VI, Section 6001(a), 119 Stat. 1839; Aug. 10, 2005). The Administrative Amendment was adopted by SCAG's Regional Council on March 1, 2007 and is currently awaiting certification by the Federal Highway Administration (FHWA).

This current RTP Amendment addresses projects proposed to be added to the RTP in response to Proposition 1B, Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, a roughly \$20 billion transportation bond approved by California voters on November 7, 2006. One element of Proposition 1B is the \$4.5 billion Corridor Mobility Improvement Account (CMIA) program, the first commitment of funds focusing on improving mobility, connectivity and safety on major California highways. SCAG sent out a Notice of Intent to Amend the 2004 RTP on December 12, 2006 to all of the county transportation commissions and Caltrans districts with jurisdictions that fall within the six-county SCAG region.

The scope of this proposed RTP Amendment focuses on priority projects identified by the California Transportation Commission (CTC) for the SCAG region in its meeting held February 28, 2007. This RTP Amendment also includes non-CMIA projects that are time sensitive in nature. These projects are funded through a variety of existing sources including, the Highway Bridge Rehabilitation and Replacement (HBRR) Program; the State Transportation Improvement Program Augmentation funds (STIP Augmentation), and the State Highway Operation and Protection Program (SHOPP). The projects included in this amendment are either new (projects that are not included in the existing 2004 RTP) or revised (projects which appear in the existing 2004 RTP) and reflect changes to their scopes, schedules, costs, and/or any combination of the changes. These projects have been included at the request of Caltrans and a number of the county transportation commissions in the SCAG region. The county-by-

³ The Final 2004 Regional Transportation Plan Program Environmental Impact Report (SCH No. 2003061075) ("Final PEIR" or "2004 PEIR") is incorporated herein by this reference and an electronic version is available at <http://scag.ca.gov/RTP/peir2004/draft/2004/responsecomments.htm>



county summary tables presented in the *Project Descriptions* section of this document provide a full description of the Amendment changes. This RTP Amendment must be certified before the July 1, 2007 deadline for SAFETEA-LU compliance in order to allow the CMIA projects to proceed towards implementation.

As the Lead Agency under the California Environmental Quality Act ("CEQA") (Cal. Pub. Res. Code Section 21000 et seq.), SCAG prepared the Final PEIR for the 2004 RTP to evaluate the potential environmental impacts associated with implementation of the 2004 RTP. The purpose of the 2004 PEIR is to identify the potentially significant environmental impacts associated with the implementation of the projects, operations, programs, and policies included in the Plan. The 2004 PEIR serves as the informational document to inform decision-makers, agencies and the public of the potential environmental consequences of approving the 2004 RTP. The 2004 PEIR focused on broad policy goals, alternatives and program-wide mitigation measures (*CEQA Guidelines* Section 15168(b)(4)).⁴ As such, the 2004 PEIR is considered a first tier document that serves as a regional-scale environmental analysis and planning tool that can be used to support subsequent, site-specific project-level CEQA analyses.

The 2004 RTP is a long-range program that addresses the transportation needs for the six-county SCAG Region through 2030. It includes both specific projects and strategies that address transportation and potential growth patterns. Although the 2004 RTP has a long-term time horizon under which projects are planned and proposed to be implemented, federal and state mandates ensure that the Plan is both flexible and responsive in the near term. Therefore, the 2004 RTP is regarded as both a long-term regional transportation blueprint and as a dynamic planning tool subject to ongoing refinement and modification.

Section 15152 of the *CEQA Guidelines* indicates that subsequent environmental analyses for separate, but related, future projects may tier off the analysis contained in the PEIR. The *CEQA Guidelines* do not require a Program EIR to specifically list all subsequent activities that may be within its scope. If site-specific EIRs or negative declarations will subsequently be prepared for specific projects broadly identified within a Program EIR, then site-specific analysis can be deferred until the project level environmental document is prepared (Sections 15168 and 15152) provided deferral does not prevent adequate identification of significant effects of the planning approval at hand.

BASIS FOR THE ADDENDUM

This proposed RTP Amendment requires the preparation of an Addendum to the 2004 PEIR for the 2004 RTP. When an EIR has been certified and the project is modified or otherwise changed after certification, then additional CEQA review may be necessary. The key considerations in determining the need for and appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and *CEQA Guidelines* Sections 15162, 15163 and 15164.

Section 21166 of CEQA specifically provides that a Subsequent or Supplemental EIR is not required unless the following occurs:

- (1) Substantial changes are proposed in the project which will require major revisions of the EIR.

⁴ Unless otherwise indicated, all citations by section number are to the *CEQA Guidelines* (Cal. Administrative Code, tit. 14, Section 15000 et seq.)



- (2) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the EIR.
- (3) New information, which was not known and could not have been known at the time the EIR was certified as complete, becomes available.

An Addendum may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred requiring preparation of a Subsequent EIR (Section 15164(a)). An Addendum must include a brief explanation of the agency's decision not to prepare a Subsequent EIR and be supported by substantial evidence in the record as a whole (Section 15164(e)). The Addendum to the EIR need not be circulated for public review but it may be included in or attached to the Final EIR (Section 15164(c)). The decision-making body must consider the Addendum to the EIR prior to making a decision on the project (15164(d)).

For the reasons set forth in this Addendum, SCAG has determined that an Addendum to the 2004 PEIR is the appropriate CEQA document because the proposed changes to the Plan do not meet the following conditions of Section 15162(a) for preparation of a Subsequent EIR:

- (1) Substantial changes are proposed in the project which will require major revisions in the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence, at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternative previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

While the proposed changes to the RTP may represent "*New information of substantial importance...*" as stated in 15162(a)(3), these changes to the project will not result in one or more significant effects not discussed in the previous EIR, nor result in impacts that are substantially more severe than shown in the previous EIR. Moreover, no changes to the mitigation measures contained in the 2004 PEIR are being proposed so as to trigger additional review regarding such measures. The conditions described in CEQA section 15162 subdivision (a) have not occurred. SCAG has assessed the additional projects at the programmatic level,



and finds that the projects identified in this Amendment are consistent with the analysis, mitigation measures, and Findings of Fact contained in the 2004 PEIR. Further, SCAG finds that the addition of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmatically addressed in the 2004 PEIR.

PROJECT DESCRIPTION

Projects that are funded through the CMIA program must be consistent with the existing Regional Transportation Plans. As aforementioned, the purpose of this RTP Amendment is to incorporate those projects identified in the CMIA program and other non-CMIA projects seeking to take advantage of new funding opportunities or projects that require changes in their project scope, schedule, and/or funding. In addition to those, SCAG received amendment requests from Caltrans, the region's county transportation commissions, and other stakeholders. A comprehensive list of the projects can be found in this 2004 RTP Amendment Summary Table 1: Los Angeles County Projects; Summary Table 2: Orange County Projects; Summary Table 3: Riverside County Projects; Summary Table 4: San Bernardino and Ventura County.

The intention of this Addendum is to analyze any potential changes to the environmental impacts of the 2004 RTP that could occur as a result of the addition of (and changes to) those priority projects identified by the CTCs at their February 28, 2007 meeting. The following are the projects to be included in this Amendment to the RTP:

- (1) **New Projects** – These projects are projects that were not included in the 2004 RTP and are being added to the existing 2004 RTP.
- (2) **Revised Projects** – These projects appear in the existing 2004 RTP. They are projects being included in this RTP Amendment due to revisions to their project scopes, schedules, and/or funding.

ANALYSIS OF IMPACTS

The addition of the projects identified in this current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmatically addressed in the 2004 PEIR. The 2004 PEIR broadly identifies a number of region-wide significant impacts that would result from the numerous transportation policies and projects encompassed by the 2004 RTP. Although the new projects identified in the current Amendment were not identified in the 2004 PEIR, SCAG has assessed these additional projects at the programmatic level and finds that they are consistent with the scope, goals, and policies contained in the 2004 RTP and evaluated in the 2004 PEIR. Further, each project will be fully assessed at the project-level by the implementing agency in accordance with CEQA, NEPA, and all other applicable regulations.

No changes to the mitigation measures contained in the 2004 PEIR are proposed. SCAG has determined that the addition of the projects identified above would result in impacts that would fall within the range of impacts identified in the 2004 PEIR. Therefore, no substantial physical impacts to the environment beyond those already anticipated and documented in the 2004 PEIR



are anticipated to result from the inclusion of the proposed projects identified in this current RTP Amendment.

AESTHETICS AND VIEWS

The 2004 RTP and PEIR included analysis at the programmatic level of various types of projects, including new facilities, goods movement roadway facilities, rail corridors, flyovers, interchanges, and Maglev. Expected significant impacts would be the obstruction of scenic views and resources, altering areas along state designated scenic highways and vista points, creating significant contrasts with the scale, form, line, color and overall visual character of the existing landscape, and adding visual urban elements to rural areas (pp. 3.6-10 – 3.6-22).

The proposed projects identified in this Amendment are not expected to cause significant adverse impacts to aesthetics or views beyond those already described in the 2004 PEIR. Incorporation of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmaticaly addressed in the 2004 PEIR.

AIR QUALITY

The proposed projects identified in this Amendment are not expected to cause additional significant regional air quality impacts. The 2004 PEIR identified significant and unavoidable impacts to regional air quality, cancer risk increases, and short-term air emissions from implementation of the RTP. A conformity analysis prepared for the 2004 PEIR demonstrated that the 2004 RTP conforms to federal and state requirements, therefore having a less than significant impact on cumulative regional air quality (pp 3.4-25 – 3.4-44).

The regional emissions analysis performed for this RTP Amendment determined projects identified in this current Amendment would not result in an increase of established emissions budgets within the South Coast Air Basin. The incorporation of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmaticaly addressed in the 2004 PEIR.

BIOLOGICAL RESOURCES

The proposed projects identified in this Amendment are consistent with the findings of the 2004 PEIR on biological resources. The 2004 PEIR concluded that implementation of the RTP would adversely affect biological resources and result in habitat loss, fragmentation and degradation, encroachment of non-native species, water diversion and degradation, and other human activities, such as off-road vehicle activity (pp 3.7-20 – 3 7-33).

Detailed project-level analysis, including project level mitigation measures, will be conducted by each implementing agency. The analysis in the 2004 PEIR adequately addresses the range of impacts that could result from the proposed projects at the program level. Incorporation of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmaticaly addressed in the 2004 PEIR.



CULTURAL RESOURCES

The proposed projects identified in this Amendment are consistent with the findings of the 2004 PEIR on cultural resources. The 2004 PEIR determined that the development of new transportation facilities may affect archaeological and paleontological resources, primarily through the disturbance of buried resources. Additionally, the development of new transportation facilities may affect historic architectural resources (structures 50 years or older), either through direct affects to buildings within the proposed project area, or through indirect affects to the area surrounding a resource if it creates a visually incompatible structure adjacent to a historic structure (pp. 3.8-16 - 3.8-25).

Incorporation of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmatically addressed in the 2004 PEIR.

ENERGY

The proposed projects identified in this Amendment are not expected to cause significant energy impacts beyond those identified in the 2004 PEIR. The 2004 PEIR concluded that significant impacts would result from an increase in transportation-related energy demands. Three main areas of impact have been identified: energy demands for construction and expansion of the regional transportation system; energy demands for operation of the regional transportation system as of 2030; and the cumulative impacts of growing energy demand associated with implementation of the 2004 RTP (pp. 3.11-12 – 3.11-16).

The analysis in the 2004 PEIR adequately addresses the range of impacts that could result from these projects at the program level. Incorporation of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmatically addressed in the 2004 PEIR.

GEOLOGY, SOILS, AND SEISMICITY

Potential impacts on geology, soils, and seismicity resulting from the proposed projects identified in this current Amendment are consistent with the findings of the 2004 PEIR. The 2004 RTP identified that damage to transportation infrastructure can result from geologic and seismic activity, such as surface rupture, ground shaking, liquefaction, and landsliding. However, incorporation of mitigation measures proposed in the 2004 PEIR would alleviate impacts associated with seismic safety (pp. 3.9-16-3.9-22).

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency. Therefore, incorporation of the proposed project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

HAZARDOUS MATERIALS

Potential impacts on hazardous materials from the projects identified in this Amendment are consistent with the findings of the 2004 PEIR. The 2004 PEIR concluded that the RTP would facilitate the movement of goods, including hazardous materials, through the region. The significant impacts include risk of accidental releases due to an increase in the transportation of



hazardous materials and the potential for such releases to reach schools within one-quarter mile of transportation facilities affected by the 2004 RTP (pp. 3.10-7 – 3.10-12).

The analysis in the 2004 PEIR adequately addresses impacts at the program level that could result from the projects identified in this Amendment. Incorporation of the proposed new projects and modifications to existing projects into the RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

LAND USE

Potential impacts to land use that could result from the proposed projects analyzed in this Amendment are consistent with the findings of the 2004 PEIR. The 2004 PEIR analyzed potential impacts of the 2004 RTP on land use consistency and compatibility. The 2004 PEIR concluded that the RTP would result in significant impacts regarding the loss and disturbance of agricultural lands, the loss and disturbance of open space and/or recreational lands, and inconsistencies with general plans (pp. 3.1-11- 3.1-19).

The analysis in the 2004 PEIR adequately addresses impacts at the program level that could result from the projects identified in this Amendment. Incorporation of the proposed new projects and modifications to existing projects into the RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

NOISE

Potential noise impacts from the projects identified in this Amendment are consistent with the findings of the 2004 PEIR for noise. The projects could potentially cause an increase in ambient noise levels. However, the assessment in the 2004 PEIR Noise Chapter adequately evaluates these impacts at the programmatic level and includes mitigation measures to be implemented at the project level (pp. 3.5-14 – 3.5-28). Impacts from the proposed project identified in this Amendment would be expected to fall within the range of impacts previously identified in the 2004 PEIR.

The analysis in the 2004 PEIR adequately addresses impacts at the program level that could result from the projects identified in this Amendment. Incorporation of the proposed new projects and modifications to existing projects into the RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

POPULATION, HOUSING AND EMPLOYMENT

Potential impacts to population, housing, and employment from the projects identified in this Amendment would be consistent with the findings for the 2004 PEIR. The 2004 PEIR found significant impacts would occur in the areas of growth distribution in vacant areas, displacement, community disruption, and a change in the regional growth pattern. The projects identified in this Amendment would result in relatively minor impacts to overall region-wide population, housing, and employment (pp. 3.2-10 – 3.2-17).

These impacts are within the range of impacts assessed at the programmatic level in the 2004 PEIR. Therefore, inclusion of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programatically addressed in the 2004 PEIR.



PUBLIC SERVICES AND UTILITIES

The potential impacts from the proposed projects identified in this Amendment are within the range of, and consistent with the findings of the 2004 PEIR for public services and utilities of the 2004 PEIR. Anticipated significant cumulative impacts included demand for more police, fire, and emergency personnel and facilities, demand for more school facilities and teachers, an increase in households in areas subject to wildfires, and demand for additional solid waste services (pp. 3.13-9 – 3.13-20).

The analysis in the 2004 PEIR adequately addresses impacts at the program level that could result from the RTP with the addition of the projects identified in this Amendment. Incorporation of the proposed new projects and modifications to existing projects into the RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

TRANSPORTATION

The addition of proposed projects identified in this Amendment to the 2004 RTP is not expected to cause significant adverse impacts on region-wide transportation beyond what was analyzed in the 2004 PEIR. The 2004 PEIR utilized data from the 2030 transportation model output to present a regional analysis for the impacts of the 2004 RTP on transportation. The 2004 PEIR identifies four significant impacts from implementation of the RTP: increased Vehicle Miles Traveled (VMT); higher average delay; increased heavy duty truck delay; and a cumulatively considerable impact on counties outside the SCAG region (pp. 3.3-21 – 3.3-28).

Analysis in the 2004 PEIR adequately addressed impacts that could result from this RTP Amendment at the program level. Therefore, inclusion of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmatically addressed in the 2004 PEIR.

WATER RESOURCES

The potential impacts from the proposed projects identified in this Amendment are within the range of, and consistent with the findings of the 2004 PEIR on water resources. The 2004 PEIR identified an increase in impervious surfaces as a significant adverse impact (pp. 3.12-22 – 3.12-38).

The analysis in the 2004 PEIR adequately addresses region-wide impacts at the program level that could result from the 2004 RTP with the addition of projects identified in this Amendment. Incorporation of the proposed new projects and modifications to existing projects into the RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

COMPARISON OF ALTERNATIVES

The proposed projects identified in this Amendment would not significantly affect the comparison of alternatives in the 2004 PEIR. This current Amendment to the 2004 RTP is within the scope of the programmatic-level comparison among the alternatives considered in the 2004 PEIR: 1) No Project; 2) Modified 2001 RTP Alternative; 3) The PILUT 1 (Infill) Alternative; and 4) The PILUT 2 (Fifth Ring) Alternative. The analysis in the Comparison of Alternatives chapter of the 2004 PEIR would not be significantly affected by the inclusion of the projects identified in this RTP Amendment. Therefore, no further comparison is required at the programmatic level.

LONG TERM EFFECTS

The addition of proposed projects identified in this Amendment to the 2004 RTP would result in impacts within the scope of the discussion presented in the long-term effects chapter of the 2004 PEIR, which includes an assessment of programmatic level unavoidable impacts, irreversible impacts, growth inducing impacts, and cumulative impacts. Unavoidable and irreversible impacts from the inclusion of the projects identified in this RTP Amendment are reasonably covered by the unavoidable and irreversible impacts previously discussed in the certified 2004 PEIR.

Any growth inducing impacts are expected to be approximately equivalent to those previously disclosed in the 2004 PEIR (pp. 5-1 – 5-14). Overall, the proposed projects analyzed in this Amendment are within the scope of the broad, programmatic-level impacts identified and disclosed in the PEIR. Thus, the proposed RTP Amendment is consistent with the findings on long-term effects in the 2004 PEIR.

CONCLUSION

After completing a programmatic environmental assessment of the proposed changes to the 2004 RTP that would result from the current Amendment, SCAG finds that adoption of the proposed projects identified in this Amendment to the 2004 PEIR would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The proposed changes, while individually quite large, are not substantial changes in the context of the region which would require major revisions to the programmatic, region-wide analysis presented in the 2004 PEIR.

Further, SCAG finds that the proposed projects do not significantly affect the comparison of regional alternatives or the potential significant impacts previously disclosed in the 2004 PEIR. As such, SCAG has assessed the proposed projects identified in this Amendment at the programmatic level, and finds that inclusion of the proposed projects would be consistent with the analysis and mitigation measures contained in the 2004 PEIR, as well as the Findings of Fact and Statement of Overriding Considerations made in connection with the 2004 RTP. Therefore, a subsequent or supplemental EIR is not required and this Addendum to the 2004 PEIR fulfills the requirements of CEQA.



PUBLIC REVIEW AND COMMENT

SCAG is required to provide a 30-day public review and comment period for the Draft Amendment. A Notice of Availability and Public Hearing will be posted on the SCAG website at www.scag.ca.gov by May 3, 2007, and published in major newspapers in the six-county region. The Draft Amendment will be made available on the SCAG website and copies will be available for review at SCAG and at public libraries throughout the region (the listing of libraries will be provided on the SCAG website). Written comments will be accepted until 5:00pm June 4, 2007 and should be directed to:

Shawn Kuk
818 W. 7th Street, 12th Floor
Los Angeles, CA 90017

or to: kuk@scag.ca.gov

A public hearing will be held at SCAG from 9:00am to 10:00pm on May 9, 2007. All of the public comments received will be summarized in the final Amendment document, along with SCAG's responses to those comments. SCAG's Regional Council (RC) is scheduled to consider approving the Draft Amendment on June 7, 2007. The final Amendment will be sent to the appropriate state and federal agencies for their approval.

In addition, SCAG has fully coordinated this amendment with the region's stakeholders through SCAG's committee and task force structure. Specifically, staff has provided periodic reports regarding this amendment to the Transportation Conformity Working Group (TCWG), the Subregional Coordinators, as well as the Plans and Programs Technical Advisory Committee (P&P TAC) on several occasions. Staff also presented a status report on the Amendment to the Transportation and Communications Committee (TCC) on April 5, 2007. The Final Amendment will be presented to the RC on June 7, 2007 as noted above.



CONCLUSION

This Amendment maintains the integrity of the transportation conformity as well as the fiscal constraints of the existing 2004 RTP. Furthermore, the PEIR Addendum associated with this Amendment concludes that the proposed project changes would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Appropriate and adequate procedures have been followed in ensuring coordination of this amendment allowing all concerned parties, stakeholders and the public ample opportunities to voice concern and provide input. In conclusion, this Amendment #3 to the 2004 RTP complies with all applicable federal and state requirements, including the Transportation Conformity Rule.



ATTACHMENT A

CTC ADOPTED CMIA PROGRAM



CMIA ADOPTED PROGRAM OF PROJECTS

Corridor Mobility Improvement Account - South project nominations. (\$1,000's)

CMIA region	County	Route	Project Title	Contract award date	Total Cost	CMIA Requested	Const	Staff Recommendation	Unfunded Request	Delivery	Approp	Value	Approp + Value	Deliv + Value
San Diego	San Diego	5	North Coast Corridor, Stage 1A, Unit 1	9/2007	73,626	64,000	58,000	0	64,000	5	4	5	9	14
San Diego	San Diego	15	Managed lanes, Rte 163 to Rte 56	6/2008	431,324	350,000	350,000	350,000	0	5	4	5	9	14
San Diego	San Diego	15	Managed lanes, Mira Mesa access ramp	4/2008	50,000	50,000	50,000	0	50,000	5	4	5	9	14
San Diego	San Diego	5	N Coast Corridor, Stage 1B, Encinitas HOV	10/2010	327,000	327,000	289,000	0	327,000	3	4	5	9	12
San Diego	San Diego	5	N Coast Corridor, Stage 1C, Carlsbad HOV	10/2010	92,000	92,000	77,000	0	92,000	3	4	5	9	12
San Diego	San Diego	5	N Coast Corridor, Stage 1F, Voigt Dr-Rt 805 HOV	10/2010	158,000	158,000	126,000	0	158,000	3	4	5	9	12
San Diego	San Diego	805	N Coast Corridor, Stage 1D, Rt 52-Carroll Cyn HOV	12/2010	148,000	148,000	121,000	0	148,000	2	4	5	9	11
San Diego	San Diego	805	2 SB aux lanes, E Street to SR-54	9/2008	19,445	19,445	16,900	0	19,445	5	3	3	6	11
San Diego	San Diego	805	North Coast Corridor, Stage 1A, Unit 2	8/2010	94,000	82,000	80,000	82,000	0	3	3	4	7	10
San Diego	San Diego	805	HOV lanes, Palomar-SR 94	11/2011	330,555	330,555	282,100	0	330,555	2	4	2	6	8
San Diego	San Diego	5	N Coast Corridor, Stage 1E, Genesee Av interchange	9/2011	78,000	78,000	64,000	0	78,000	2	1	3	4	6
			Subtotal, San Diego					432,000						
Southern California	Imperial	78	Brawley Bypass, Stage 3	10/2008	56,130	46,130	39,337	0	46,130	5	3	3	6	11
			Subtotal, Imperial					0						
Southern California	Los Angeles	405	Northbound HOV lane, Rt 10 to Rt 101 (design-build)	4/2009	950,000	730,000	778,000	730,000	0	4	5	2	7	11
Southern California	Los Angeles	5	HOV lanes, Ora Co Line-Route 605	8/2010	1,155,285	387,000	610,043	387,000	0	3	5	2	7	10
Southern California	Los Angeles	10	HOV lanes, Puente Ave. to Citrus St.	5/2011	173,500	173,500	139,000	0	173,500	2	5	4	3	9
Southern California	Los Angeles	10	HOV lanes, Citrus St. to Rte 57	5/2011	191,500	191,500	167,500	0	191,500	2	5	4	2	6
Southern California	Los Angeles	5	HOV lanes, Rte. 134 to Rte 170	11/2008	606,000	73,000	310,000	73,000	0	3	3	2	5	8
Southern California	Los Angeles	138	Widen to 4 lanes, 175th St to Largo Vista Rd	9/2009	33,588	15,818	26,236	0	15,818	4	2	1	3	7
Southern California	Los Angeles	138	Widen to 4 lanes, Ave T to Rte 18	9/2009	104,034	95,182	89,205	0	95,182	4	1	1	2	6
Southern California	Los Angeles	10	1-10/605 transition connector	8/2011	70,460	70,460	58,460	0	70,460	2	2	2	4	6
			Subtotal, Los Angeles					1,190,000						
Southern California	Orange/Riverside	91	EB auxiliary lane, Rte 241 to Rte 71	8/2009	80,500	73,800	71,440	71,440	2,360	4	4	5	9	13
Southern California	Orange	22	HOV Connector, Rte 22/405 and 405/605	3/2010	400,000	200,000	345,500	200,000	0	3	5	4	9	12
Southern California	Orange	57	Widen NB, Rte 91 to Lambert Rd.	6/2010	140,000	70,000	124,548	70,000	0	3	3	3	6	9
Southern California	Orange	57	Widen NB, Katella Ave to Lincoln Ave	5/2011	41,086	20,086	34,692	20,086	0	2	3	4	7	9
Southern California	Orange	91	Add lanes, SR 55 to Gypsum	2/2012	96,000	48,000	78,950	22,000	26,000	1	3	4	7	8
Southern California	Orange	5	Gene Autry WY transitway interchange	9/2009	57,729	17,500	23,583	0	17,500	3	1	4	5	8
Southern California	Orange	91	WB auxiliary lane, Rte 55 to Tustin	12/2011	95,000	47,500	81,493	0	47,500	1	3	2	5	6
Southern California	Orange	91	Convert WB aux lanes to through lane, Rt 57 to Rt 5	4/2012	72,000	36,000	58,000	0	36,000	1	2	3	5	6
Southern California	Orange	57	NB lane, Lambert Rd. to L.A. Co. line	5/2012	156,670	111,670	136,290	0	111,670	1	3	1	4	5
Southern California	Orange	5	1-5/Rte 74 interchange	9/2011	75,000	38,000	32,775	0	38,000	1	1	1	2	3
			Subtotal, Orange					383,526						
Southern California	Riverside	215	Widen, I-15 to Scott Road	11/2010	62,321	62,321	55,100	38,570	23,751	3	4	4	8	11
Southern California	Riverside	91	HOV lanes, Adams St to 60/91/215 interchange	6/2011	232,777	157,198	191,744	157,198	0	2	4	3	7	10
Southern California	Riverside	91	Route 71/91 interchange and connectors	7/2012	99,014	99,014	87,129	0	99,014	1	3	4	7	8
Southern California	Riverside	215	Mixed flow lane, Scott Rd. to Nuevo Rd	10/2011	172,730	172,730	149,895	0	172,730	2	2	2	4	6
Southern California	Riverside	215	HOV lanes, Nuevo Rd. to Box Springs Rd.	6/2011	181,700	181,700	144,700	0	181,700	2	3	3	6	8
Southern California	Riverside	15	Widening, Bundy Canyon Rd to Rte 215	3/2011	109,801	109,801	97,325	0	109,801	1	2	2	4	6
Southern California	Riverside	15	French Valley Pkwy, new interchange	2/2010	140,846	31,545	97,591	0	31,545	3	0	0	0	3
			Subtotal, Riverside					195,768						

CMIA ADOPTED PROGRAM OF PROJECTS/TION

Corridor Mobility Improvement Account - South project nominations. (\$1,000's)												
CMIA region	County	Route	Project Title	Contract award date	Total Cost	CMIA Requested	Const	Staff Recommendation	Unfunded Request	Delivery	Approp Value	Deliv + Approp Value
Southern California	San Bernardino	215	HOV & mixed lanes, Rt 10-Rt 210, segments 1 & 2	8/2008	430,341	49,120	337,218	49,120	0	5	4	7
Southern California	San Bernardino	10	Widen Ramps, Aux. lanes: Cherry, Citrus & Cedar	6/2009	30,325	30,325	27,476	19,233	11,092	4	3	8
Southern California	San Bernardino	10	WB mixed flow lane, Live Oak Cyn to Ford St	2/2010	43,186	38,186	37,857	26,500	11,686	3.5	4	7
Southern California	San Bernardino	215	HOV & mixed lanes, Rt 10-Rt 210, segment 5	11/2010	64,875	59,000	59,000	59,000	0	3	4	7
Southern California	San Bernardino	215	Route 210/215 connectors	3/2009	96,204	22,000	79,967	22,000	0	4	3	5
Southern California	San Bernardino	10	Bridge widening (HOV phase 1)	3/2011	149,288	107,931	126,900	0	107,931	4	2.5	5
Southern California	San Bernardino	15	Widening, Victorville to Barstow	9/2010	136,481	46,432	108,926	0	46,432	3	2	6
Southern California	San Bernardino	58	Hinkley 4-lane expressway	5/2012	149,828	130,400	130,400	0	130,400	1	4	5
Southern California	San Bernardino	15	2 new interchanges, Victorville	6/2011	134,096	44,352	86,795	0	44,352	2	1	2
			Subtotal, San Bernardino					175,853				
Eastern Sierra	Inyo	395	Olancho and Cartago Expressway	9/2012	107,600	59,000	82,008	0	59,000	1	4	5
			Subtotal, Eastern Sierra					0				
Central Coast	San Luis Obispo	101	Operational improvements phase 1b	1/2008	12,631	5,432	10,097	0	5,432	5	1	6
Central Coast	Santa Barbara	101	Widening & ITS: Milpas to Cabrillo Hot Springs	1/2008	83,482	28,613	62,695	0	28,613	5	2	5
Central Coast	San Luis Obispo	46	4-lane expwy, Genesee to Almond (Whitley, 1)	7/2010	105,000	67,742	87,000	67,742	0	3	4	6
Central Coast	Santa Barbara/Ventura	101	HOV lanes, Mussel Shoals to Casitas Pass Rd	2/2011	151,470	151,470	131,600	131,600	19,870	2	4	2
Central Coast	San Luis Obispo	46	Corridor improvements (Whitley 2)	7/2010	110,000	94,000	94,000	0	94,000	3	4	1
Central Coast	San Luis Obispo	101	Santa Maria River Bridge widening	3/2010	64,590	58,540	58,040	0	58,540	3.5	3	5
Central Coast	Santa Barbara	101	HOV lanes, Casitas Pass Rd to Milpas St	7/2017	624,300	12,600	591,000	0	12,600	0	0	0
			Subtotal, Central Coast (South)					199,342				
San Joaquin Valley	Tulare	198	4 lane expressway, Rt 43 to Rt 99 (South)	8/2009	39,797	28,640	33,615	22,912	5,728	4	3	3.5
San Joaquin Valley	Kern	46	Kecks Rd 4-lane (Kecks Rd to Rte 33)	7/2010	94,195	49,900	83,420	45,000	4,900	3	3	6
San Joaquin Valley	Kern	14	Freeman Gulch 4 lane (Redrock Inyokern to Rt 178)	12/2011	133,084	129,278	109,005	0	129,278	2	4	5
San Joaquin Valley	Kern	58	Widen Hwy to 6 lanes, Rt 99 to Cottonwood Rd	8/2012	62,300	62,300	55,800	0	62,300	0.5	2	3
San Joaquin Valley	Kern	58	Rosedale Hwy, widen to 6 lanes, Allen Rd to Rt 99	3/2011	41,742	20,871	32,656	0	20,871	2	2	1
San Joaquin Valley	Tulare	99	Tagus-Goshen 6-lane (Ave 264 to Goshen)	12/2011	110,200	96,800	95,300	0	96,800	2	2	3
San Joaquin Valley	Kern	178	Widen to 4 lanes, Rte 184 to Miramonte Drive	12/2011	10,508	8,166	7,016	0	8,166	1	1	2
			Subtotal, San Joaquin (South)					67,912				
			Total Recommended Projects, South					2,644,401				
			Reserve for bond administration					54,000				
			Reserve for traffic management system projects					0				
			Total Recommended, South					2,698,401				
			Total Bond Capacity, South					2,700,000				
			Under (Over) Capacity					1,599				

CMIA ADOPTED PROGRAM OF PROJECTS

Corridor Mobility Improvement Account - North project nominations. (\$1,000's)

CMIA region	County	Route	Project Title	Contract award date	Total Cost	CMIA Requested	Const	Staff Recommendation	Unfunded Request	Delivery	Approp Value	Deliv + Approp + Value
Central Coast	Monterey	1	2-lane expressway, Salinas Rd interchange	7/2009	48,533	37,061	37,061	37,061	0	4	3.1	5
Central Coast	Santa Cruz	1	Auxiliary lanes, Morrissey to Soquel Ave.	6/2010	21,664	16,190	18,140	16,190	0	3	3	4
Central Coast	Santa Cruz	1	Auxiliary lanes, 41st Ave to Soquel Ave.	9/2010	17,973	17,973	13,592	0	17,973	3	3	3
Central Coast	Santa Cruz	1	Auxiliary lanes, Park Ave to Bay/Porter	9/2010	21,389	21,389	16,595	0	21,389	3	3	3
Central Coast	Monterey	101	Freeway conversion, San Juan Rd interchange	12/2011	77,100	50,800	50,800	0	50,800	2	4	2
Central Coast	San Benito	156	4 lane expressway, Alameda to Union-Mitchell	10/2010	66,356	37,987	43,923	0	37,987	3	4	1
Central Coast	Monterey	156	Rte 156 Corridor west phase 1	5/2012	179,400	166,700	91,000	0	166,700	1	4	1
			Subtotal, Central Coast (North)					53,251				
San Joaquin Valley	Kings	198	4 lane expressway, Rt 43 to Rt 99 (North)	8/2009	84,570	60,860	71,432	48,688	12,172	4	3	3.5
San Joaquin Valley	San Joaquin	5	HOV lanes, North Stockton	11/2010	333,000	225,000	300,810	0	225,000	3	4	3
San Joaquin Valley	Stanislaus	219	Widen to 4-lanes, Rte 99 to Marrow Rd	9/2007	49,800	14,760	15,000	14,760	0	5	2.5	1.5
San Joaquin Valley	Tuolumne	108	East Sonora Bypass, Stage 2	1/2010	51,928	17,233	30,500	17,233	0	3	4.5	1
San Joaquin Valley	Stanislaus	219	Widen to 4-lanes, Marrow Rd to Rte 108	12/2009	50,500	18,813	29,500	18,813	0	3.5	2.5	1.5
San Joaquin Valley	Calaveras	4	Angels Camp Bypass	6/2007	60,201	4,438	35,598	4,438	0	5	2.5	0
San Joaquin Valley	Fresno	180	Braided ramps between Rte 41 & Rte 168	10/2012	45,000	30,000	39,000	0	30,000	0.5	3	3.5
San Joaquin Valley	Fresno	180	Expressway, Academy to Trimmer Springs	7/2010	64,503	45,200	45,200	0	45,200	3	3.5	0.5
San Joaquin Valley	Madera	41	Widening, Ave 11 to Ave 12, & Ave 12 I/C	12/2012	67,300	44,800	54,300	0	44,800	0.5	2	3.5
San Joaquin Valley	San Joaquin	205	Auxiliary lanes, 4 locations in Tracy	5/2010	51,560	25,000	45,517	25,000	0	2	1	3
San Joaquin Valley	Fresno	180	Expressway, Trimmer Springs-Frankwood (seg 3)	9/2011	75,957	46,500	46,500	0	46,500	2	3.5	0
San Joaquin Valley	Amador		Sutter Hill Regional Transit Center	8/2007	3,205	1,450	3,205	0	1,450	5	0	0
San Joaquin Valley	San Joaquin	99	South Stockton widening & ops improvement	7/2011	244,000	50,000	163,000	0	50,000	2	1	1
San Joaquin Valley	Kings	198	19th Ave. interchange, freeway conversion	3/2013	31,019	27,770	24,770	0	27,770	0	2.5	1
San Joaquin Valley	Fresno	41	Divisadero to Shields 8 lane	9/2013	95,000	95,000	82,600	0	95,000	0	2	1
			Subtotal, San Joaquin Valley (North)					128,932				
S.F. Bay Area	Alameda/Contra Costa	80	Integrated fwy/local rd mgmt, Carquinez-Bay Bridge	7/2009	87,700	63,400	76,100	55,300	8,100	4	5	5
S.F. Bay Area	Santa Clara	880	SB HOV Extension, SR 237 to US 101	12/2010	142,700	127,700	71,600	71,600	56,100	3	4	5
S.F. Bay Area	Sonoma	101	HOV lanes, Wilfred Av-Santa Rosa Av	12/2008	85,440	44,800	69,100	44,800	0	4.5	4	3.5
S.F. Bay Area	Santa Clara	101	Widening, Yerba Buena to I-280/I-680	3/2010	104,220	30,000	90,400	30,000	0	3.5	4	4
S.F. Bay Area	Alameda	580	EB HOV Lane, Hacienda to Greenville	2/2008	153,700	95,700	139,700	72,200	23,500	5	4	2.5
S.F. Bay Area	Contra Costa/Alameda	24	Caldecott Tunnel - 4th Bore	6/2009	420,000	175,000	375,900	175,000	0	4	4.1	3
S.F. Bay Area	Sonoma	101	HOV lanes, Railroad Av-Rohnert Park Expwy	4/2009	110,250	42,848	86,300	42,848	0	4	4	3
S.F. Bay Area	Solano	80	HOV lanes, Fairfield (Rt 80/680/12 to Putah Creek)	6/2008	80,000	56,210	71,000	56,210	0	5	4	2
S.F. Bay Area	Sonoma	101	Aux lanes, Steele-Windsor River (North Ph A)	9/2008	121,360	68,360	103,200	68,360	0	5	3.1	2.5
S.F. Bay Area	Santa Clara	101	Aux lanes, Steele-Windsor River (North Ph A)	4/2011	169,018	102,168	91,539	60,000	42,168	2.5	3	4.5
S.F. Bay Area	Napa/Solano	12	Jameson Canyon widening, phase 1	9/2010	139,500	102,100	105,700	73,980	28,110	3	3.5	3.5
S.F. Bay Area	Marin	101	Marin-Sonoma Narrows Seg. A (Novato)	12/2010	30,000	20,000	23,800	82,400	(52,400)	3	4	3
S.F. Bay Area	Marin	101	WB 580 to NB 101 aux lane	3/2009	20,000	20,000	15,300	20,000	0	3	2	5
S.F. Bay Area	Contra Costa	4	Widening, Somersville to Rte 160	11/2009	335,000	85,000	188,000	85,000	0	4	3	2.5
S.F. Bay Area	Marin/Sonoma	101	Marin-Sonoma Narrows Seg. B (Novato-Petaluma)	12/2011	349,000	180,000	255,200	0	180,000	1.5	4.1	3.5
S.F. Bay Area	Alameda	880	SB HOV lane, Marina-Hegenberger	10/2011	108,000	108,000	94,600	94,600	13,400	2	4	3
S.F. Bay Area	Alameda	580	WB HOV Lane, Isabel (Rt 84) interchange	7/2008	153,000	68,000	102,800	68,000	0	5	1.5	2.5
S.F. Bay Area	Alameda	580	WB HOV Lane: Greenville to Foothill	8/2011	126,300	101,700	112,300	101,700	0	2	4	2.5
S.F. Bay Area	Contra Costa	680	Extend NB HOV, North Main St. to SR 242	9/2011	21,000	10,500	16,800	0	10,500	2	3	3
S.F. Bay Area	Santa Clara	101	Aux lanes, Rte 65-Embarcadero	6/2011	102,258	92,258	84,930	84,930	7,328	2	3	2
S.F. Bay Area	Sonoma	101	HOV lanes, Airport & Op Imps (North Ph B)	11/2009	50,500	32,500	42,000	0	32,500	4	2	0.5
S.F. Bay Area	Santa Clara	101	Widen to 6 lanes, Rte 25 to Monterey Rd	7/2012	128,000	108,000	103,600	0	108,000	1	4	1
S.F. Bay Area	Solano	80	Route 80/680/12 interchange reconstruction	12/2011	243,412	93,790	167,467	0	93,790	2	2	2
S.F. Bay Area	Santa Clara	880	Rte 280 interchange, Stevens Crk, Winchester	7/2010	70,000	57,000	57,000	0	57,000	3	2	1
S.F. Bay Area	San Francisco	101	Doyle Drive replacement	8/2010	810,000	175,000	718,808	0	175,000	3	0	0
			Subtotal, San Francisco Bay Area (MTC)					1,286,938				

CMIA ADOPTED PROGRAM OF PROJECTS

Corridor Mobility Improvement Account - North project nominations. (\$1,000's)												
CMIA region	County	Route	Project Title	Contract award date	Total Cost	CMIA Requested	Const	Staff Recommendation	Unfunded Request	Delivery	Approp Value	Approp + Deliv + Value
Sacramento Valley	El Dorado	50	HOV lanes, ED Co Ln to Bass Lake IC	7/2008	42,360	20,000	39,160	20,000	0	4.5	5	9
Sacramento Valley	Placer	65	Lincoln Bypass	12/2008	324,000	78,592	232,000	73,715	4,877	5	4	13.5
Sacramento Valley	Placer	80	HOV & Aux lanes, Sac. Co to Eureka Rd (Phase 2)	5/2008	80,232	15,000	72,432	15,000	0	5	4	12.1
Sacramento Valley	Sacramento	50	HOV lanes, Watt Ave to Sunrise Blvd, Phase 1	9/2009	165,000	80,000	147,125	80,000	0	4	4	12
Sacramento Valley	Sacramento	80	HOV lanes, Sacramento River to Longview Dr	9/2009	200,000	100,000	179,000	100,000	0	4	4	12
Sacramento Valley	Placer	80	WB HOV & Aux lanes, Eureka to Rt 65 (Phase 3A)	5/2009	34,000	34,000	31,300	31,300	2,700	4.5	4.1	11.7
Sacramento Valley	Nevada	49	La Bar Meadows widening	6/2009	40,500	22,168	24,500	18,568	3,600	4	2.1	9.1
Sacramento Valley	Sacramento	50	EB Auxiliary lanes, Sunrise to Folsom Blvd	10/2010	20,000	20,000	16,500	0	20,000	2	3	7
Sacramento Valley	Sacramento	50	WB Auxiliary lanes, Sunrise to Folsom Blvd	10/2010	20,000	20,000	16,500	0	20,000	2	3	7
Sacramento Valley	Yolo	51	I-5 to Rte 113 direct connector (Phase 2)	1/2009	60,578	41,700	48,400	41,700	41,700	4	3	8
Sacramento Valley	Sacramento	22	Hazel Ave widening, US 50 to Madison	2/2009	90,123	20,000	50,371	0	20,000	4	1	3
Sacramento Valley	Sacramento	99	Central Galt interchange	9/2009	49,000	8,250	38,100	0	8,250	4	1	2
Sacramento Valley	Butte	32	Rte 32 widening, Rte. 99 to Yosemite Dr	7/2008	16,320	10,000	12,820	0	10,000	5	1	6
Sacramento Valley	Sacramento		White Rock Rd 4 lane, Sunrise Bi-Prairie City Rd	5/2011	26,600	22,000	19,100	22,000	0	1	0.5	5.5
Sacramento Valley	Sacramento	5	Aux. lanes, Consumers River to Pocket Rd		32,300	32,000	32,300	0	32,000	1	3	4
Sacramento Valley	Sacramento		Consumers River Blvd extension	2/2009	58,622	20,000	49,449	0	20,000	4	0	5
Sacramento Valley	Sacramento	5	Richards Blvd interchange ramp widening	9/2011	6,150	5,500	5,300	0	5,500	1	0	1
Sacramento Valley	Sacramento		Sac area transportation info exchange (STARNET)	3/2009	4,000	3,700	4,000	0	3,700	1	0	2
Sacramento Valley	El Dorado (Tahoe)	50	Improvements, Trout Creek to Ski Run Blvd		21,883	3,800	0	0	3,800	0	0	0
Sacramento Valley	Placer (Tahoe)	28	Kings Beach commercial core		10,680	2,700	0	0	2,700	0	0	0
Sacramento Valley	Sacramento	80	Yolo bypass bicycle bridge		25,300	25,000	25,300	0	25,000	0	0	0
			Subtotal, Sacramento Valley					260,583				
North State	Mendocino	101	Willits Bypass	1/2010	356,360	177,439	296,640	0	177,439	3.5	4.5	7
North State	Shasta	5	Cottonwood Hills Truck Climbing Lanes	5/2011	27,443	27,443	22,902	22,902	4,541	2	3.5	10.5
North State	Shasta	5	I-5/SR 44 fwy to fwy direct connector	11/2011	60,954	49,165	41,090	0	49,165	2	2	9.5
North State	Shasta	44	Dana to Downtown, widen to 6 lanes	5/2008	75,182	22,910	68,717	0	22,910	5	2.5	7.5
North State	Shasta/Trinity	299	Buckhorn Grade realignment	7/2011	249,000	239,466	230,821	0	239,466	2	4	7
North State	Shasta	44	Extend 4 lane freeway to Palo Cedro (Stillwater)	11/2010	69,786	65,706	52,930	0	65,706	3	4	4
North State	Lake	29	Expressway, Diener Dr. to Rte. 175	10/2011	179,088	134,477	148,552	0	134,477	2	4	7
North State	Shasta	5	South Redding 6 lane (Bechelli-Churn Creek)	11/2011	41,000	41,000	35,301	0	41,000	2	2.5	6
North State	Tehama	5	South Avenue interchange improvement	5/2009	31,897	27,956	27,700	0	27,956	4	1	5
North State	Shasta	5	North Anderson 6 lane (Bonnyview to Riverside)	7/2011	62,718	62,718	53,216	0	62,718	1	2	3
			Subtotal, North State					22,902				
			Total Recommended Projects, North					1,752,806				
			Reserve for bond administration					36,000				
			Reserve for traffic management system projects					0				
			Total Recommended, North					1,788,806				
			Total Bond Capacity, North					1,800,000				
			Under (Over) Capacity					11,394				

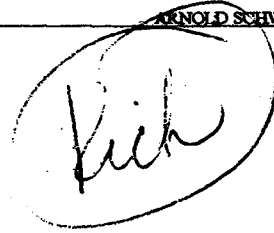
ATTACHMENT B

REQUESTS FOR RTP AMENDMENT



DEPARTMENT OF TRANSPORTATION**DISTRICT 7**

100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012-3606
PHONE (213) 897-0362
FAX (213) 897-0360
TTY (213) 897-4937



*Flex your power!
Be energy efficient!*

January 16, 2007

Mr. Hasan Ikhata, Director, Planning & Policy
Southern California Association of Governments
818 West 7th Street
Los Angeles, CA 90017

Attn: Mr. Rich Macias, Manager, Transportation Planning

Subject: Request Amendment of 2004 RTP and 2006 RTIP to include (1) I-5 HOV Lane/Truck Lane and (2) SB I-605 to EB I-10 Transition Connector

Dear Mr. Ikhata:

The California Department of Transportation (Caltrans) is requesting that the I-5 HOV Lane and Truck Lane from I-5/I-14 Interchange to Parker Road Overcrossing project and the I-10/I-605 Transition Connector from SB I-605 to EB I-10 be amended into the existing 2004 Regional Transportation Plan (RTP) and the 2006 Regional Transportation Improvement Program (RTIP).

The purpose of the I-5/I-14 HOV Lane and Truck Lane project is to get greater efficiency in roadway capacity in the North County area. Substantial growth that is occurring is rapidly outstripping existing roadway capacity. The proposed project is described as follows:

- Construct one HOV lane in the median (N/B & S/B) from I-5 / SR 14 interchange to Parker Road Overcrossing
- Construct one truck lane along outside edge of travel way (N/B) from Weldon Canyon to Pico Canyon Road / Lyons Avenue
- Construct one truck lane along outside edge of travel way (S/B) from 400 feet north of Weldon Canyon to Pico Canyon Road / Lyons Avenue

The purpose of the I-10/I-605 Transition Connector from SB I-605 to EB I-10 is to eliminate weaving conflicts that exist due to extreme congestion of the existing configuration of shared freeway-to-freeway connector moves. The proposed project is described as follows:

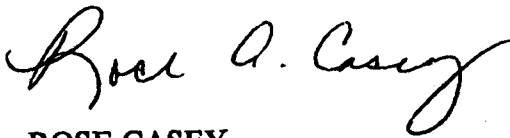
- Construct fly-over connector from S/B I-605 to EB I-10
- Fly-over direct connector (S/B I-605 to EB I-10) would replace the existing shared at-grade connector

"Caltrans improves mobility across California"

Mr. Hasan Ikhata
January 16, 2007
Page 2

Thank you for your assistance in helping to advance the projects identified above. If you have any questions, please call me at (213) 897-0362 or contact me by e-mail at rose_casey@dot.ca.gov.

Sincerely,



ROSE CASEY
Deputy District Director
Division of Planning, Public Transportation & Local Assistance

Attachments:

I-5 HOV Lane Location Map and Fact Sheet
I-10/I-605 Transition Connector Project Map
CMIA I-10/I-605 Transition Connector Project Nomination Fact Sheet
CMIA I-10/I-605 Benefit/Cost Analysis: Project Input Sheet
LACMTA CMIA I-10/I-605 Supplemental Application Information

C: Douglas Failing, Director, Caltrans District 07
James McCarthy, Chief, Office of Reg. & Public Transportation & Rail
Sam Alameddine, Chief, Office of Environmental Engineering & Corridor Studies
Tad Teferi, Deputy District Director, Program/Project Management

Requesting amendment to the 2004 Regional Transportation Program and the 2006 Regional Transportation Improvement Program – I-5 HOV and Truck Lane & I-605/I-10 Fly-over direct connector

Presented to

Southern California Association of Governments

Submitted by

**Caltrans District 7
100 South Main Street
Los Angeles, CA 90012**

January 16, 2007

CALTRANS	LAE0465	IN L.A./SANTA CLARITA FROM NORTH ON RTE. 5/SR 14 TO Parker Road O.C., HOV OR TRUCK LANE IMPROVEMENT(EA 23320 PPNO 3189) SAFETEA LU #465
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Project Location: Los Angeles County
Santa Clarita

Project Description: Route 5/14 Interchange to Parker Road O.C.
HOV Lane and Truck Lane Improvement PM R44.9/R59.0

Proposed Project:

- Construct one HOV lane in the median (N/B & S/B) from I-5 / SR-14 interchange to Parker Road O.C.
- Construct one truck lane along outside edge of traveled way (N/B) from Weldon Cyn to Pico Cyn Road / Lyons Ave.
- Construct one truck lane along outside edge of traveled way (S/B) from 400 ft. north of Weldon Cyn to Pico Cyn Road / Lyons Ave.

Sponsor: Caltrans in partnership with Private (Golden State Gateway Coalition)

BACKGROUND

I-5 is listed as a "high priority corridor" on the National Highway System (NHS), serving Inter-regional commodities and vehicular travel in the north-south direction from California's most southern border with Mexico to its most northern border with Oregon. Within the project limits, the I-5 is classified as an urban freeway, and it functions as the gateway to and from the Los Angeles Basin to central and northern California. As a result of this unique characteristic of spanning the entire state, the interstate in the North County area experiences very high volumes of traffic, which also includes truck traffic.

The existing facility within the project limits currently accommodates four mixed flow lanes in each direction. The mixed flow lanes are constructed to standard lane widths (3.6m) with standard outside shoulders (3.0m) and nonstandard inside shoulders (2.4m). Along this section of the I-5, the median width varies from approximately 10 m to 19 m and is fully paved in some areas and partially paved in other areas. The topography of the project area is mountainous or hilly, requiring that the freeway section be constructed with 1:2 side slopes and/or back slopes, and non-standard paved width inside shoulders.

The substantial growth that is occurring in the North County is quickly outstripping the existing roadway capacity. Programmed capacity improvements slated for the North County would be overwhelmed well before the horizon year 2030. Freeway traffic volumes on I-5 are projected to approximately double by year 2030. The recent travel time survey completed on the I-5 freeway measured approximately 1 million annual hours of traffic delay within the project limits. It is anticipated that future peak volumes of traffic would increase, leading to even greater delays.

PURPOSE AND NEED

The substantial growth in employment, population, and household dwelling units anticipated for the North County area by year 2030 would lead to a commensurate increase in resident-based trip-making of all trip purposes. In addition, growth in the economies of surrounding jurisdictions (such as Kern and San Bernardino Counties) coupled with growth in the overall statewide economy would create substantial increases in intercounty/interregional vehicular trips traveling through the North County area, both in trucks and general automobile traffic.

Within the project limits, in the northbound direction, the I-5 is experiencing AM and PM peak hour traffic that ranges from 3,470 to 5,260 vehicles per hour (vph) and from 4,580 to 9,300 vph, respectively. In the southbound direction, the AM and PM peak hour traffic volumes range from 5,000 to 9,090 vph and from 3,800 to 5,830 vph, respectively. The percentage of truck traffic along this stretch of I-5 varies from 6% to 11% of the total traffic volume.

The northbound I-5 segments from Calgrove Boulevard to Magic Mountain Parkway during the AM peak hour operates at level of service (LOS) C; from Calgrove Boulevard to Valencia Boulevard during the PM peak hours, the northbound I-5 operates at LOS E and D. Traffic conditions along southbound I-5 between McBean Parkway and Lyons Avenue during the AM peak hour operate at a LOS E and between Calgrove Boulevard and Lyons Avenue they operate at a LOS F.

Future traffic volumes for Alternatives 2, 3, and 4 were projected for Year 2030 using the SCAG model. Under the no-build scenario of Alternative I, the northbound AM and PM peak hour traffic volume is expected to range from 5,750 to 5,840 vph and from 7,900 to 14,050 vph, respectively. The southbound AM and PM peak hour traffic is expected to range from 7,570 to 13,660 vph and from 7,540 to 7,650 vph, respectively. The corresponding LOS for the northbound direction in the AM peak hour is Level C, and it ranges from Level F to E in the PM peak hour. Similarly, the corresponding LOS for the southbound direction in the AM peak hour ranges from D to F, and the PM peak hour experiences a constant Level of D.

EA 2332E

Project Description:

- Construct one HOV lane in the median (N/B & S/B) from I-5 / SR-14 interchange to Parker Road O.C.
- Construct one truck lane along outside edge of traveled way (N/B) from Weldon Cyn to Pico Cyn Road / Lyons Ave.
- Construct one truck lane along outside edge of traveled way (S/B) from 400 ft. north of Weldon Cyn to Pico Cyn Road / Lyons Ave.

Location (excludes bus purchases or replacements):

In Los Angeles County in the City of Santa Clarita on Northbound and Southbound I-5 from SR-14 to Parker Road O.C.

Project scope:

Adding one HOV lane with 1.2 m buffer along I-5 in the median on each direction on I-5 from SR-14 to Parker Road O.C. Adding a truck lane along the outside edge of travel way in both the southbound and northbound directions from I-5/SR-14 interchange to Pico Canyon Road/Lyons Avenue.

For Regionally Significant & Goods Movement Projects include - -

New Connections/Cross Traffic Improvements: N/A

For non-motorized projects or TCM aspects include type of non-motorized or TCM portion of overall project: N/A

New Highway: N/A

Lane Additions/Capacity Enhancements

Project descriptions for improvements with Lane Additions you must include number of existing lanes in each direction: 4

number of proposed lanes in each direction: N/B: 6; S/B: 6

project length (beginning & end points); and change in type of facility (e.g., mixed flow changes to HOV or a secondary to a primary): Please see Project scope above. More information to be determined during PA&ED and PS&E

Indicate where any lanes are being added or deleted: Please see Project scope above. More information to be determined during PA&ED and PS&E

Indicate where medians will be added or raised: Please see Project scope above. More information to be determined during PA&ED and PS&E

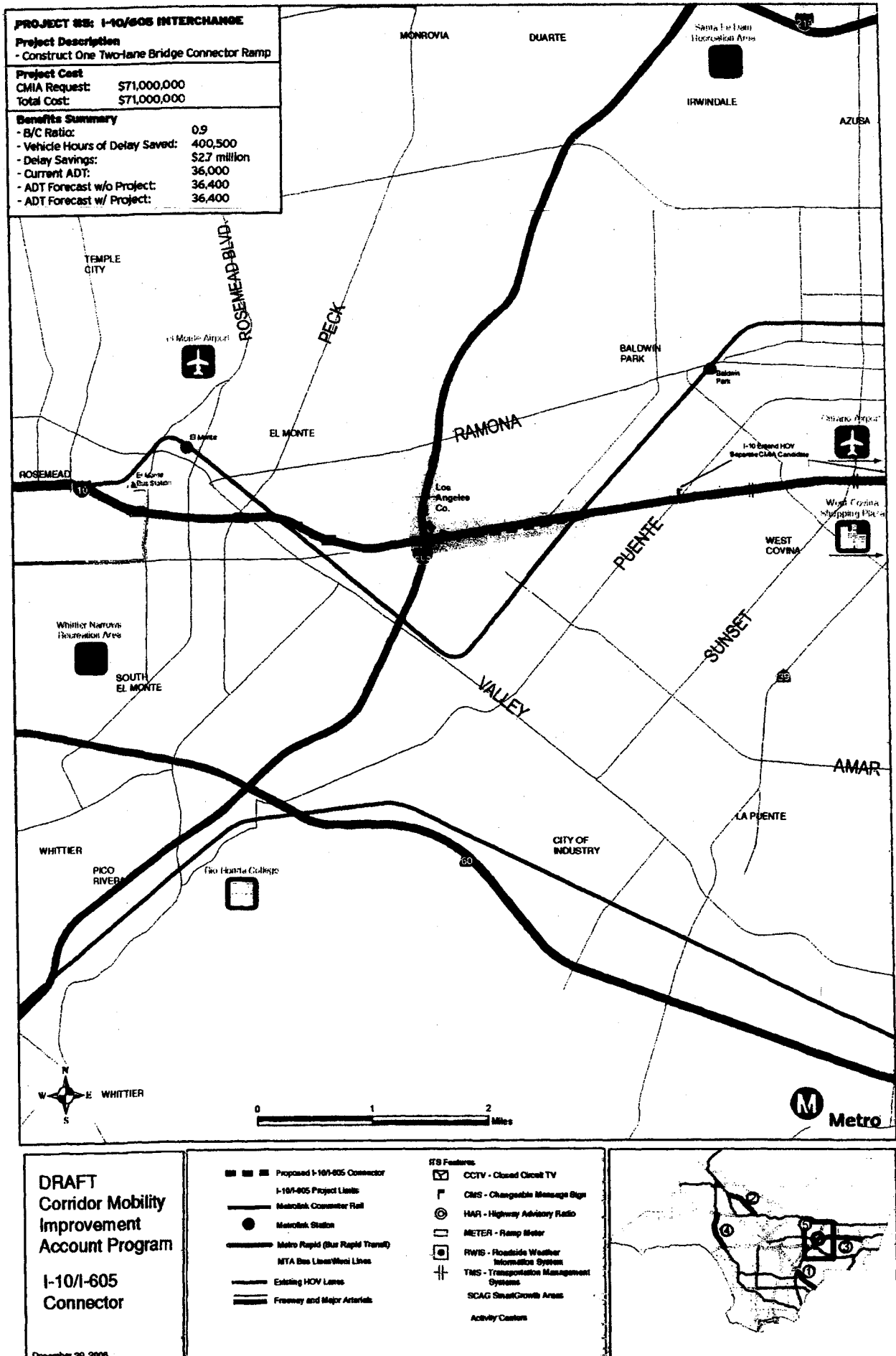
PSR-PDR (Project Study Report – Project Development Support): completed on March 28, 2003

Estimated completion date of Environmental Document: EIR/EIS (Environmental Impact Report/Statement) – July 2008

Estimate project cost: \$220 million

Funding Source: Public / Private Partnership (Golden State Gateway Coalition)

Estimate project completion date: June 2015



CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT

Interstate 10/605 Transition Connector from SB I-605 to EB I-10

Project Nomination Fact Sheet

Nominating Agency: MTA/Caltrans		Fact Sheet Date: 12/29/06	
Contact Person	Ben Jong/Mehdi Salehinik		
Phone Number	(213)922-3053 / (213)897-7195	Fax Number	(213)922-6353 / (213)897-0648
Email Address	JongB@metro.net / mehdi_salehinik@dot.ca.gov		

Project Information:							
County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
LOS ANGELES	7	3529	245400	9	10/605	31.1	32.3
* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.							
Legislative Districts	Senate: 24 Assembly: 57			Congressional: 32, 38			
Implementing Agency (by component)	PA&E: CALTRANS RAW: CALTRANS			PS&E: CALTRANS CON: CALTRANS			
Project Title	Interstate 10/605 Transition Connector from SB I-605 to EB I-10						
Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form) Los Angeles County, San Bernardino Freeway (I-10) and San Gabriel River Freeway (I-605) Interchange. Construct one/two-lane bridge structure, branching off Southbound of Route 605 to Eastbound of Route 10 at-grade connector ramp.							
Description of Major Project Benefits The weaving conflict on a joint segment, westbound I-10 to southbound I-605 and southbound I-605 to eastbound I-10 connectors have resulted in queuing on the outer lane of the westbound I-10 and weaving related accidents. The proposed fly-over direct connector (southbound I-605 to eastbound I-10) would replace the existing southbound I-605 to eastbound I-10 at-grade connector and result in the elimination of the weaving conflict. The benefits of the proposed fly-over connector are that it will provide a direct connection between freeways (I-10 and I-605); eliminate weave movements on this joint segment; reduce the queuing of westbound traffic on I-10; provide for improved goods movement; and enhance the safety and operation of I-10 & I-605 interchange.							
Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need' Expected Source of Funding from Prop. 1B bonding, CMA Augmentation and any other funding available thru LACMTA's call for project process							
Project Delivery Milestones (month/year):							
Project Study Report (PSR) complete		Sept/2006					
Notice of Preparation		Document Type: ND		July/2007			
Begin Circulation of Draft Environmental Document		Aug/2008					
Final Approval of Environmental Document		Jan/2009					
Completion of plans, specifications, and estimates		Nov/2010					
Right-of-way certification		Mar/2011					
Ready for advertisement		May/2011					
Construction contract award		Aug/2011					
Construction contract acceptance		Aug/2013					

NOTE: The CTC Corridor Mobility Improvement Account (CMA) Program Guidelines should have been read and understood prior to preparation of the CMA Fact Sheet.
 A copy of the CTC CMA Guidelines and a template of the Project Fact Sheet are available at: <http://www.dot.ca.gov/hq/transprog/> and at: <http://www.ctc.ca.gov/>

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT PROGRAM BENEFIT/COST ANALYSIS: PROJECT INPUT SHEET

Region/District:

7

County: Los Angeles

Describe Project:

Interstate 10/605 Transition Connector from SB I-605 to EB I-10

PROJECT DATA

Type of Project	Enter "X"
Hwy Capacity Expansion	
Operational Improvement	
Transp MGMT System (TMS)	
Other (describe freeway connector)	X
Project Location (1 = So. Cal., 2 = No. Cal., or 3 = rural)	1
Length of Construction Period	2
Duration of Peak Period (AM+PM)	3
	hours

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design			
Number of General Traffic Lanes	1	w/o Project	2
Number of HOV Lanes	35	w/ Project	35
Highway Free-Flow Speed (in mph)	1	1	1
Project Length (in miles)	1	1	(2 or 3)
Average Daily Traffic			
Current	16,000	w/o Project	w/ Project
Forecast (20 years after construction)	16,300	16,300	16,300
Average Hourly HOV Traffic (if HOV lanes)	100%	0	0
Percent Trucks (include RVs, if applicable)	7	7	7
Truck Speed (if passing lane project)	7	7	7

COMMENTS:

Prepared by:

Phone No:

E-Mail:

CONTACT:

Melhmoud Mahdavi

916-653-9525

melhmoud_mahdavi@dot.ca.gov

FAX: 916-653-1447

Route: I-605/I-10

EA:

24540

Post mile: 20.2-20.6

PPNO:

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility			
Fatal Accidents	0	Count (No.)	
Injury Accidents	33		
Property Damage Only (PDO) Accidents	224		
Statewide Average for Highway Classification			
Accident Rate (per mil. veh.-miles)	3.10	w/o Project	w/ Project
% Fatal Accidents	3%	1.61	1%
% Injury Accidents	100%	71%	71%

TOTAL PROJECT COSTS (in escalated dollars) From Project Nomination Fact Sheet:

Fiscal Year:	
2007-2008	\$ 35,230,000
2008-2009	\$ 35,230,000
2009-2010	\$
2010-2011	\$
2011-2012	\$
2012-2013	\$

**Los Angeles County Metropolitan Transportation Authority
CMIA Supplemental Application Information
Interstate 10/605 Transition Connector from SB I-605 to EB I-10**

Description of Corridor

The San Bernardino Freeway (I-10) is an east-west route classified as an interstate freeway that provides commuter access to the Los Angeles Central Business District from San Gabriel Valley, Riverside and San Bernardino Counties. I-605 is a regional interstate facility providing north-south connectivity from the San Gabriel Valley to the City of Long Beach and Orange County via the connection to I-405. Both Freeways experience severe congestion while carrying substantial traffic volumes. The congestion is aggravated by weaving and the accidents in and around the vicinity of the interchange.

The existing interchange is exceptionally congested and a high accident location due to shared freeway-to-freeway connector moves. Instead of a four level interchange with individual freeway-to-freeway connectors separated on their respective levels, the interchange is two-level and traffic utilizing the interchange weaves in short distances to move from one freeway to another as the connectors share common alignments.

The weaving conflict on the joint segment, westbound I-10 to southbound I-605 and southbound I-605 to eastbound I-10 connectors results in queuing on the outer lanes of the freeways and weaving and congestion related accidents in the vicinity of the interchange..

Project Description

The Project will construct the flyover connector from Southbound I-605 to the Eastbound I-10. The proposed fly-over direct connector (southbound I-605 to eastbound I-10) would replace the existing shared at-grade connector and result in the elimination of the weaving conflict.

Project Cost

CMIA Request:	<u>\$71,000,000</u>
Total Cost:	\$71,000,000

Project Benefits

The new connector would eliminate weaving movements on the existing shared connector, reduce queuing on the westbound I-10 and southbound I-605 traffic and enhance the safety and operation of the interchange by reducing accidents

Benefits Summary

▪ B/C Ratio:	0.9
▪ Vehicle Hours of Delay Saved:	400,500
▪ Delay Savings:	\$2.7 million
▪ Current ADT:	36,000
▪ ADT Forecast w/o Project:	36,400
▪ ADT Forecast w/ Project:	36,400

Mobility

The benefits of the proposed fly-over connector include:

- Provide an improved direct connection between I-10 and I-605 as the ramps will be lengthened and the acceleration and merge lanes upgraded to standards;
- Eliminate the conflicting weave movements with the westbound I-10 to southbound I-605 joint connector;
- Reduce the queuing of westbound traffic on the freeways;
- Enhance the safety and operation of I-10 & I-605 interchange;
- Reduce cut through traffic through a section of the City of Baldwin Park that is avoiding the congested interchange.

Connectivity

The Project improves the connectivity between two interstate freeways in the heart of the San Gabriel Valley.

Air Quality Benefits

The air quality benefits accrue to the HOV project east of this improvement. See CMIA Project # 3, Interstate 10 Extend El Monte Busway to County Line.

Safety

This project will eliminate the weaving movements on the shared connector and therefore reduce accidents.

Multi-modal Corridor Improvements Investments

This Project is a companion Project to the I-10 HOV lanes Project where the HOV lanes will reduce congestion. The full effectiveness of the HOV lanes alone will be diminished as the mainline will continue to congest at the vicinity of the interchange without this Project. The mainline freeways experience severe back up due to the lowered capacity of the interchange and the non-standard interchange geometrics which cause severe weaving and slow traffic speeds forcing vehicles to queue as they approach and traverse the interchange.

Mitigating the Project Risks

The Project Study report was recently approved in September 2006 with its cost estimate.

The preferred alternative minimizes the right of way impacts in that only partial takes to accommodate the realignment of the adjacent frontage road were required. The acquisition costs were estimated at \$1.7 million.

The Project Report will be prepared in conjunction with the environmental documentation process.

Corridor Management Approach

Caltrans and Metro are in the process of developing a corridor management plan (CMP) on all corridors for which improvements are submitted for funding from the Corridor Mobility Improvement Account Program (CMIA) to ensure a coordinated, multi-modal, congestion management approach.

Caltrans District 7 is committed to prepare CMPs using a multi-disciplinary and multi-function approach, including but not limited to, representatives from district traffic operations, planning, and maintenance. Participation of other functions such as design, program-project management, and environmental is recommended based on the corridor. Regional agencies, congestion management agencies and modal operators will be involved through all stages of plan development. This effort will be coordinated with Metro's ITS program (see CMP description and ITS project description for more details).

For this corridor, Caltrans and local jurisdictions through coordination with the Los Angeles County Department of Public Works, are participating in the Regional Integration of Transportation Systems Program of Metro to ultimately exchange seamlessly Freeway and arterial traffic and transit information to local agencies, traffic/transit management agencies and traffic information purveyors.

All major arterials and collector roads in the corridor are being signal synchronized and it is planned in the future to create networks to be connected to several Transportation Management Centers.

The project will incorporate fiber optic communications backbone, CCTV, CMS, replace loop detectors, and provide ramp metering.

**DEPARTMENT OF TRANSPORTATION
DISTRICT 7**

100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012-3606
PHONE (213) 897-0362
FAX (213) 897-0360
TTY (213) 897-4937



*Flex your power!
Be energy efficient!*

March 19, 2007 (Revised)

Mr. Hasan Ikhrata, Director, Planning & Policy
Southern California Association of Governments
818 West 7th Street
Los Angeles, CA 90017

Attn: Mr. Rich Macias, Manager, Transportation Planning

Subject: Request the inclusion of the I-5 widening project as modified into the Amendment to the 2004 RTP and 2006 RTIP currently underway

Dear Mr. Ikhrata:

The California Department of Transportation (Caltrans) is requesting that the I-5 widening project from the Los Angeles County Line / Orange County Line to the I-5/605 Interchange be amended into the existing 2004 Regional Transportation Plan (RTP) and the 2006 Regional Transportation Improvement Program (RTIP). The proposed project scope as currently identified in the 2004 RTP and 2006 RTIP as a 10-lane facility. The proposed change to the project scope is identified below.

Project Description:

Reconstruct the existing 6-lane facility into a 12-lane facility between PM 0.0/6.4. The reconstruction will include one or two HOV lane(s) in each direction.

Project Scope:

- Reconstruct the existing six-lane facility into a 12-lane facility which will include one HOV lane + 5 mixed flow lanes in each direction.
- Replace 17 existing structures
- Construct 3 new structures including a pedestrian over-crossing, a new under-crossing at Bloomfield, and a new RR grade separation at Valley View.
- Reconstruct 5 interchanges to current standards.

The primary purpose of the proposed project is to reduce existing and forecast traffic congestion on Interstate 5 between SR91 and I-605. Reconstruction of Interstate 5 would allow the State to implement current operational and safety design standards, which would improve the overall operation and safety of the corridor.

Thank you for your assistance in helping to advance the project identified above. If you have any questions, please call me at (213) 897-0362 or contact me by e-mail at rose_casey@dot.ca.gov.

"Caltrans improves mobility across California"

Mr. Hasan Ikhata
March 16, 2007 (Revised) *HL*
Page 2

Sincerely,

Elabek Yadev
for ROSE CASEY

Deputy District Director
Division of Planning, Public Transportation & Local Assistance

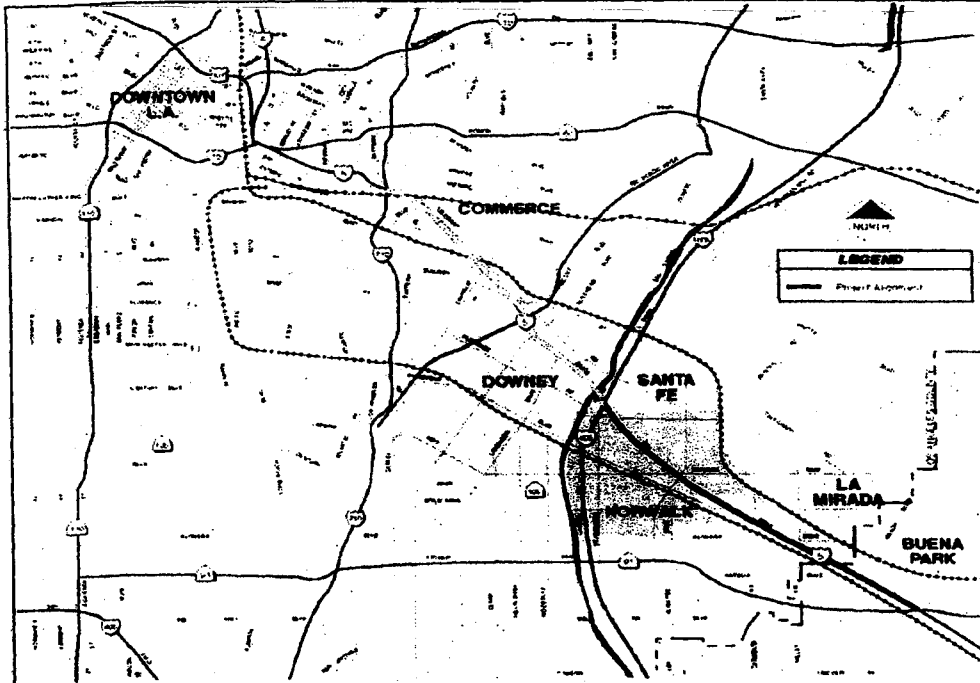
Attachments:

I-5 Widening Map and Fact Sheet

- c: Douglas Failing, Director, Caltrans District 07
James McCarthy, Chief, Office of Reg. & Public Transportation & Rail
Sam Alameddine, Chief, Office of Environmental Engineering & Corridor Studies
Tad Teferi, Deputy District Director, Program/Project Management
Ron Kosinski, Deputy District Director, Environmental Planning

CALTRANS	LAE0465	IN VARIOUS CITIES FROM .02 MILE SOUTH OF ARTESIA AVENUE TO .02 MILE NORTH OF FLORENCE AVENUE OVERCROSSING (EA 2159A PPNO 3189) SAFETEA LU #465
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I-5 Widening Project



PROJECT DESCRIPTION:

Reconstruct the existing 6-lane facility into a 12-lane facility between PM 0.0/6.4. The reconstruction will include one or two HOV lane(s) in each direction.

Project Location: Los Angeles County

La Mirada, Santa Fe Springs, Norwalk, and Downey
Orange County, from 91 to LA County line

Project Scope:

- Reconstruct the existing six-lane facility into a 12-lane facility, which will include one HOV lane + 5 Mixed Flow lanes in each direction.
- Replace 17 existing structures
- Construct 3 new structures including a pedestrian over-crossing, a new under-crossing at Bloomfield, and a new RR grade separation at Valley View.
- Reconstruct 5 interchanges to current standards.

Sponsor:

CALTRANS in partnership with

- FHWA
- JPA (Joint Powers Authority)
- MTA (Metropolitan Transportation Authority)

BACKGROUND

The I-5 freeway is a major regional transportation corridor that extends the entire length of the western United States from Mexico to Canada. It also serves as the backbone of the transportation system connecting the major urban centers of Los Angeles county and Orange County. Given the substantial need for greater mobility in this corridor and to meet the anticipated demands, The California Department of Transportation (Caltrans), Los Angeles County Metropolitan Authority (LACMA), I-5 Consortium Cities Joint Powers Authority (JPA), Orange County Transportation Authority (OCTA) adopted a Major Investment Study (MIS) as a long-term strategy for major capacity improvements for the I-5 corridor.

The overall study goal of the study was to develop a cost effective, multi-modal transportation improvement strategy that substantially increases capacity and improves safety and efficiency, while protecting the best interests of the adjacent communities.

The MIS was conducted and supporting documents prepared to support the decisions leading to a set of preferred transportation elements.

PURPOSE AND NEED

The primary purpose of the proposed project is to reduce existing and forecast traffic congestion on Interstate 5 between SR91 and I-605. Reconstruction of Interstate 5 would allow the State to implement current operational and safety design standards, which would improve the overall operation and safety of the corridor.

If the proposed improvements were not implemented in this section of the I-5, the current delays would increase substantially in future years; resulting in longer, then the current 3 hour morning and 4 hour afternoon, peak hour traffic. The proposed HOV lanes would provide a needed linkage in the Interstate 5 HOV system between SR91 and I-605. Truck traffic within segments of this corridor is as much as 10% during peak hours and 20% during off peak hours. Without the improvements proposed by this project goods movement within the corridor and the region would be severely impacted.

PROJECT BENEFITS

The I-5 Ultimate Project is intended to improve mobility in the corridor by substantially increasing capacity and improving safety. Some of the immediate benefits are:

1. Improved regional goods movement
2. Elimination of northbound bottleneck as a result of the lane drop between the Orange County and L.A County line.
3. Improve operation and safety of the mainline
4. Improve operation of major intersections and interchanges in the I-5 Corridor.
5. Provide additional capacity to handle the forecasted demands.
6. Upgrade I-5 corridor to meet current Caltrans and FHWA design standards.
7. Improve access to regional transit and HOV facilities.
8. Improve freeway Level Of Service during AM and PM peak hours
9. Reduce travel time delays and congestion related accidents.

SCHEDULE:

Estimated completion date of Environmental Document: EIR/EIS (Environmental Impact Report/Statement) – May 2007

Construction Phase Begins: 2011

Construction Phase Ends: 2017

COST and FUNDING

Total Programmed Project Costs: \$ 1,155.285 Million

Funding Sources Include:

- Corridor Management Improvement Account (CMIA)
- Regional Transportation Improvement Program (RTIP)
- Inter-Regional transportation Improvement Program (ITIP)
- Congestion Mitigation and Air Quality (CMAQ)
- Los Angeles County Metropolitan Transportation Authority (LACMTA)
- State Transportation Improvement Program (STIP)
- Transportation Congestion Relief Program (TCRP)

DEPARTMENT OF TRANSPORTATION**DISTRICT 7**

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*Flex your power!
Be energy efficient!*

March 27, 2007

Hasan Ikhata
Director of Planning and Policy
Southern California Association of Government
818 W. 7th Street
Los Angeles, CA 90017

Dear Mr. Ikhata:

Following our phone conversation and per your request, please find the attached letter of support from the Golden State Gateway Coalition. The letter of support discusses funding of the different phases of the project. As you are aware this project is very important to reduce congestion and facilitate the movement of people and goods throughout Los Angeles County. It is my understanding that you will place this project as the number one project on the list of FTIP projects that will be amended.

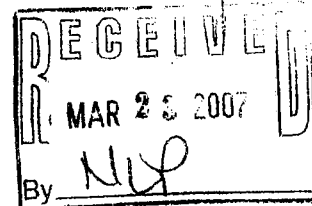
We look forward to hearing from you soon. Please contact me if you have any questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Raja Mitwasi", with a long horizontal stroke extending to the right.

RAJA MITWASI
Chief Deputy District Director

Sincerely,



*A coalition of community and business leaders focused on the health and vitality of California's transportation backbone:
- Interstate 5 -*

March 26, 2007

Mr. Doug Failing
District Director
Caltrans - District No. 7
100 S. Main Street
Los Angeles, CA 90012

Post-it Fax Note	7671	Date	3/26/07	# of pages	1
To	RITA MITWASI	From	VICTOR LINDENHEIM		
Co./Dept	CALTRANS	Co.	Gateway Coalition		
Phone #		Phone #	661-775-0455		
Fax #	213-897-0260	Fax #			

RE: I-5 HOV AND TRUCK LANE PROJECT (2332E)

Dear Mr. Failing,

On behalf of the Golden State Gateway Coalition (GSGC), I would like to extend my support to Caltrans in their efforts to amend the regional transportation plan (RTP) to allow the use of federal funds for the Project Approval/Environmental Document (PA/ED) work for the I-5 project.

As you know, this project is vitally important to both mobility and goods movement in this rapidly growing area of Los Angeles County. It is for these reasons that GSGC has assisted Caltrans in ensuring the project continues in a timely manner. To that end, GSGC is helping to fund the PA/ED (Private - \$ 6 million & federal funds - \$ 1.6 million) and one of our members, Newhall Land and Farming, is funding the design of the early implementation of the southbound truck lane from Pico/Lyons to SR-14 as well as the northbound HOV lane from SR-14 to Weldon Canyon (\$ 5.9 million).

We stand ready to assist in any way with your efforts with SCAG in amending the RTP to include this project as well as the other important regional projects.

Sincerely,

Victor Lindenheimer
Executive Director



AFFILIATED AGENCIES

*Orange County
Transit District*

*Local Transportation
Authority*

*Service Authority for
Freeway Emergencies*

*Consolidated Transportation
Service Agency*

*Congestion Management
Agency*

*Service Authority for
Abandoned Vehicles*

January 22, 2007

Rich Macias
Manager

Transportation Planning and Programs
Southern California Associations of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017

Dear Mr. Macias:

The Orange County Transportation Authority (OCTA) requests an amendment to the 2004 Regional Transportation Plan (RTP). On January 12, 2007, Caltrans and OCTA submitted a total of ten project nominations for consideration for funding from the Corridor Mobility Improvement Account (CMIA). A complete list of these projects and descriptions is included on the attachment.

All of these projects are currently included in the approved RTP. However, three of the proposed projects will require scope revisions to ensure consistency between the RTP and the project nominations. These three projects are:

- SR-22/I-405/I-605 HOV connector with ITS elements
- SR-57 NB add lane from Lambert Road to County Line
- SR-57 NB widen from Katella to Lincoln

Again, these projects are not additions to the RTP. They are all currently included and require only scope revisions.

These projects are among the highest priority highway projects in Orange County. OCTA is eager to see these projects implemented and requests that SCAG make every effort to expedite this request. OCTA is available to assist as possible to help with this process.

Should you have any questions, please feel free to contact Jennifer Bergener at (714) 560-5462 or jbergener@octa.net.

Sincerely,

Kia Mortazavi
Director, Strategic Planning

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / California 92663-1584 / (714) 560-OCTA (6282)

OCTA Corridor Management Improvement Account project nomination

EA #	Project Title
1	<p>71631 SR-22/I-405/I-605 HOV connector with Intelligent Transportation System (ITS) elements.</p> <p>The project proposes to construct direct HOV connectors from SR-22 to I-405, between Seal Beach Blvd. (I-405 PM 22.558) and Valley View St. (SR-22 PM R0.917) and from I-405 to I-605, between Katella Ave. (I-605 PM R1.104) and Seal Beach Blvd. (I-405 PM 22.643), with a second HOV lane in each direction on I-405 between the two direct connectors. This project is Phase II of the SR-22/WOCC widening project. Phase I added an HOV on SR-22 between Glassell Avenue in the City of Orange and Valley View Street in the City of Garden Grove, plus auxiliary lanes between SR-55 and Valley View Street.</p> <p>Included in the proposed project the installation of fiber optic cables in new conduits and Closed Circuit Television (CCTV) on I-405 between SR-22 and ORA/LA County Line, on SR-22 between I-405 and ORA/LA County Line and on I-605 between I-405 and Katella Avenue which would allow Transportation Management Center (TMC) to better monitor and manage traffic information to further improve traffic flow and reduce traffic delay.</p>
2	<p>0G0400 Add one auxiliary lane on EB SR-91 from SR-241/SR-91 to SR-71/SR-91</p> <p>The project proposes to add one Eastbound (EB) lane from the SR-241/SR-91 interchange (postmile, (PM) 15.9) to SR-71/SR-91 interchange (Riverside PM 2.9), and widen all EB lanes and shoulders to standard widths. The project involves both Districts 8 and 12, and would enhance safety, improve capacity, operations and regional circulation.</p>
3	<p>0G3300 Widen EB and WB SR-91 from East of SR-55 connector (Lakeview Ave) to East of Weir Canyon Road.</p> <p>The proposed project would add one general-purpose lane on eastbound (EB) SR-91 between the SR-91/55 connector (postmile, (PM) 9.13) and east of Weir Canyon Road interchange (PM 15.35), and on westbound (WB) SR-91 between east of the Weir Canyon Road interchange (PM 15.59) and Imperial Highway (SR-90) interchange (PM 11.43). Additionally, this project would modify the WB on-ramps from Lakeview Avenue interchange in an effort to improve merging conflicts. This project will also upgrade non-standard features to meet current Caltrans standards.</p> <p>The purpose of the project is to mitigate the existing operational deficiency along SR-91 between SR-55 and SR-241. SR-55 merges with SR-91. The right WB lane is dropped at Lakeview Avenue and the second lane is dropped at Imperial Highway creating merging conflicts. There is a high traffic volumes entering the SR-91 at Weir Canyon Road, Imperial Highway and Lakeview Avenue. WB traffic entering the SR-91 going WB at Lakeview Avenue must weave through three lanes from WB SR-91 to SB SR-55, which causes a</p>
4	<p>0C5600 Add one auxiliary lane on WB SR-91 between SR-55/SR-91 connector and Tustin Ave interchange.</p> <p>The project proposes to add one general-purpose lane to westbound (WB) SR-91 beginning at the connector between northbound (NB) SR-55 and WB SR-91 (postmile, (PM) 9.3), through the Tustin Avenue interchange (PM 8.1). There are four alternatives; this proposal is based upon the most extensive modification, requiring construction of three structures: Tustin Avenue overcrossing of SR-91, SR-91 Bridge over the Santa Ana River, and a new Separation structure from NB SR-55 to WB SR-91.</p>
5	<p>0C5700 Connect existing auxiliary lane through interchanges on WB SR-91 between SR-57 and I-5 with ITS elements</p> <p>The project proposes to add a fourth general-purpose lane to WB SR-91 by connecting existing auxiliary lanes through interchanges, forming a continuous lane for approximately 4.5 miles, between the SR-57/SR-91 interchange (postmile, (PM) 5.47) and the I-5/SR-91 interchange (PM 0.87). The project also includes installation of fiber optic cables along EB SR-91 from the LA County line to the Stanton Avenue undercrossing, and closed circuit television (CCTV) and electronic equipment at various locations along EB SR-91 (PM R0.0 to PM R2.8).</p> <p>The purpose of the project is to address the congestion along this heavily-traveled corridor by adding capacity to the road, and to facilitate management of the road by adding information-gathering hardware that will relay road conditions to the Transportation Management Center (TMC) in District 12.</p>
6	<p>0C1200 Add NB lane from Lambert Rd to 0.6 mile North of LA county line</p> <p>This project will add an auxiliary lane on northbound (NB) SR-57 from Lambert Road to 0.6 mile north of the Orange County/LA County line for a total length of 2.03 miles (Postmile (PM) 21.2/LA 0.68). This segment of the freeway has a relatively high percent of truck traffic (12% peak hour and 17.6% mid-day). An up-hill grade on SR-57 north of Lambert Road, combined with congestion at the Lambert Road interchange result in significant slowing of general purpose lanes due to trucks that have slowed for the congestion, but cannot accelerate back to freeway free flow speeds on the grade. The auxiliary lane will provide a lane that will allow slow trucks on the grade not to impede the mainline lanes</p>

OCTA Corridor Management Improvement Account project nomination

EA #	Project Title
7	0F0300 Widen NB from 0.4 mile north of SR-91 to 0.1 mile north of Lambert Road.
	This project will add one general purpose lane on northbound (NB) SR-57 from 0.4 mile north of SR-91 to 0.1 mile north of Lambert Road for a total length of 5.1 miles (Postmile (PM) 16.00/21.10). This segment of the freeway experiences heavy traffic congestion in the NB direction, particularly in the PM peak period. At the SR-57/SR-91 separation, there are three connector lanes that discharge a large volume of traffic from SR-91 onto the NB SR-57. The loss of two general purpose lanes within a mile and a half of the SR-57/SR-91 interchange (at Orangethorpe Avenue and Chapman Avenue) results in insufficient capacity for the traffic north of SR-91. The proposed lane will provide additional capacity in this segment.
8	0F0400 Widen NB from 0.3 mile south of Katella Ave. to 0.3 mile north of Lincoln Ave.
	Currently, there are five northbound (NB) general purpose lanes between the I-5/SR-22/SR-57 interchange and the Katella Avenue off-ramp, and four general purpose lanes between Katella Avenue and the NB off ramp to WB SR-91. However, the traffic volume is higher on the four lane Katella to SR-91 segment (up to 247,000 AADT) than on the five lane SR-22 to Katella segment (up to 223,000 AADT). This results in chokepoint conditions approaching SR-91. This project will widen NB SR-57 from 0.3 mile south of Katella Avenue (Postmile (PM) 12.25) to 0.3 mile north of Lincoln Avenue (PM 15.17) with a total length of 2.92 miles.
9	0E3100 Reconstruct Interchange at I-5/SR-74.
	The project proposes to reconfigure the existing I-5/SR-74 interchange, to facilitate traffic movement and alleviate congestion along the on- and off-ramps. This is a congestion choke point due to high demand from local traffic, which queues at peak hours along both highways, resulting in Level of Service (LOS) F. There are five build alternatives under consideration, two of which propose short-term improvements to provide enough capacity for current deficiencies at the interchange. The other three would provide additional capacity to accommodate traffic growth projected to 2030.
10	0C5100 Gene Autry Way transitway interchange and westerly extension
	The project proposes to complete the interchange of Gene Autry Way over I-5 by building an overcrossing over the southbound I-5 and frontage roads.

Philip Law

From: Shirley Medina [SMEDINA@rctc.org]
Sent: Thursday, January 18, 2007 2:47 PM
To: Naresh Amatya; Philip Law
Cc: Rosemary Ayala; Rich Macias
Subject: RTP amendment

We provided staff with a copy of our CMIA submittal. Two of our CMIA projects are inconsistent with the RTP, and therefore, need to be included in the RTP modeling. Three other projects need to be included in the modeling effort so that they can proceed to the design phase.

1. CMIA: I-15 from Bundy Canyon Road to the I15/215 South Junction. The project we are nominating is adding a Mixed Flow lane (1 in ea direction) on this segment.
 2. CMIA: We are proposing an HOV lane (1 in ea dir) from the 60/215 E Jct to Nuevo Road (in Perris). South of this project, widening will be to add MF lanes (1 in ea direction) to the I15/215.
 3. SR 60/ Nason IC. This project is an urgent programming need. The widening of the overcrossing states 6 lanes in the current RTIP, and it needs to be changed to 4 lanes. The environmental document is nearly complete and approval of it requires this change.
 4. I215/Van Buren IC. Based on an earlier email sent to Rosemary and Philip this project is modeled but needs to be adjusted. Please refer to previous information (exhibit and emails) provided regarding project details. The environmental document is expected to be complete the end of the year and approval will be based on the accurate modeling.
 5. I215/Newport IC
This project is in the current TIP, but is not modeled. The env. doc. is nearing completion and needs to be modeled so that Caltrans can approve the env. doc.
- If you have any questions, feel free to contact me. Thanks.

Philip Law

From: Ken Lobeck [klobeck@rctc.org]
Sent: Thursday, February 01, 2007 3:24 PM
To: John Asuncion; Rosemary Ayala
Cc: paul_fagan@dot.ca.gov; Shirley Medina; Philip Law; David Rubinow
Subject: Riverside County Project Submissions for RTP Amendment

Attachments: RIV060120 - I-215 Van Buren Blvd Modeling Details.doc; I-215 Van Buren Blvd IC Exhibit.pdf



RIV060120 - I-215 I-215 Van Buren
Van Buren Bl... Blvd IC Exhi...

Rosemary and John:

There are four projects RCTC is requesting scope changes to be included in the RTP amendment along with the CMIA submission.

The four projects are:

RIV041052 - SR60/Nason St and Moreno Beach Dr ICs:

Requested change: Reduce the through lane capacity change for the Nason St IC portion from the existing "widen 2 to 6 lanes" to be "widen 2 to 4 lanes". This is a down scoping action due to a land change that now only requires the Nason St IC OC to be 4 through lanes (2 mixed flow lanes in each direction). The arterial is also only planned to be 4 lanes before and after the IC.

RIV060120 - I-215/Van Buren Blvd IC:

Attached is the modeling details list and project exhibit to complete remodeling actions. Also note that the revised estimated total project cost has increased from the previous identified cost of \$64,050 to \$95,000.

RIV050501 - I-215/SR74/G St IC:

Requested change: Change the number of improvement through lanes from 8 "widen 2 Ln OC w/ 8 ln OC..." to be only 4 through lanes (2 in each direction), "widen 2 Ln OC w/ 4 Ln OC..."

This is a programming correction. A recent PDT meeting discovered that the number of "lanes" included the left-turn pocket lanes rather than correctly identifying the number through lanes only as 4 total (2 mixed flow lanes in each direction)

RIV050534 - I-215/Newport Ave IC:

Requested change: The project is not modeled currently in the RTIP, but the actual environmental document sign-off will be approximately April 2008. The project needs to move into PS&E without delay. Project modeling is requested. PS&E, R/W, and construction phases funding will be added through the RTIP amendment. The modeling details and project exhibit will be sent in a separate email to avoid a memory issue with this email.

Please let me know if RCTC identified any other target projects for the RTP amendment (not CMIA related) that we may have sent SCAG in earlier emails. Presently, the above four projects are the only projects beyond the CMIA submission that I know of that need to be part of the RTP amendment.

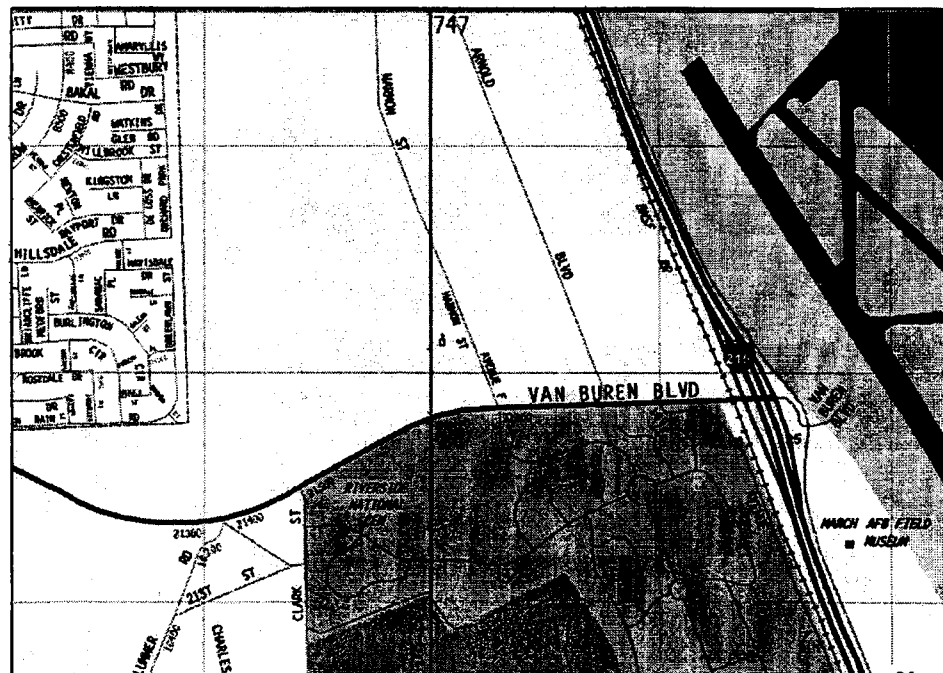
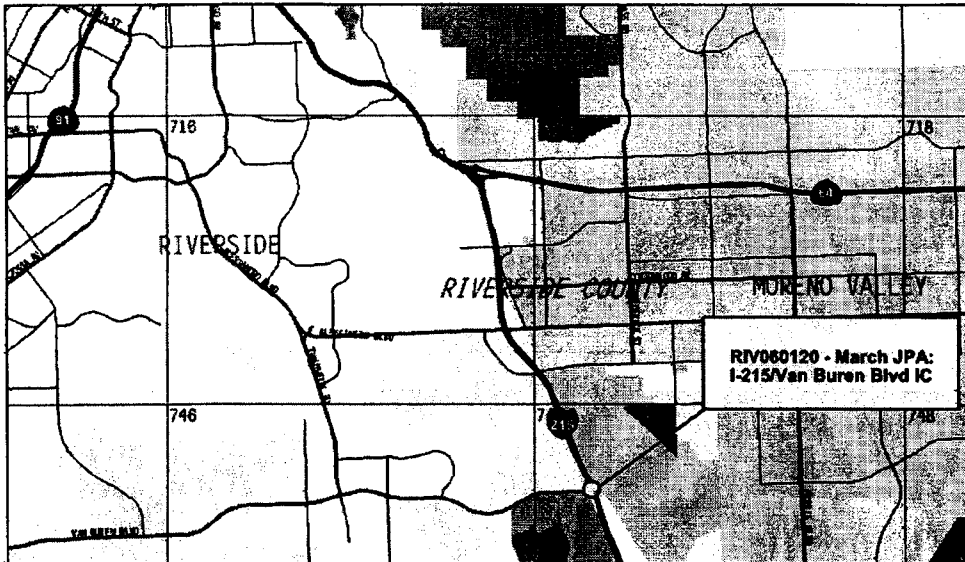
Please let me know if you have any questions.

Many thanks again for the chance to remodel the projects!

Ken

RIV060120
I-215/Van Buren Blvd IC

Project Location:



**Project Modeling Details
(Based on Alternative 2E)**

1. Arterial Through Lanes:
Existing: 2 (1 in each direction)
Improvement: 4 (2 in each direction)
2. I-215 Project Limits Post Miles:
Begin: 32.32
End: 35.93
3. Arterial Cross Street Limits:
East of I-215: Museum entrance street (approximately 1,300 feet east of the IC)
West of I-215: (Future) Opportunity Way – approximately 1,600 feet west of the IC
4. Ramp Lanes:
Northbound Exit Ramp:
Existing: 1 lane
Improvement: 2 lanes exit off of I-215. Expands to 3 lanes to include 1 dedicated right turn lane and 2 left turn lanes at the arterial intersection.

New Eastbound to Northbound Entry Ramp (just south of OC):
Existing: 0 lanes
Improvement: 3 lanes at ramp entry (2 mixed flow and 1 dedicated HOV lane). Lanes merge back to a single lane for entry onto I-215.

Existing Northbound Entry Ramp:
Existing: 1 lane
Improvement: 2 lanes at ramp entry (1 mixed flow lane and 1 dedicated HOV lane). Lanes merge back to a single lane for entry onto I-215. Single lane continues as an auxiliary lane northbound to Cactus Ave

Southbound Exit Ramp:
Existing: 1 lane
Improvement: 2 lanes (1 aux lane from Cactus Ave terminating at exit ramp lane) which expands to 3 lanes at arterial intersection providing 1 dedicated left-turn lane and 2 right-turn free-lanes that become receiving lanes onto the Van Buren Blvd westbound arterial.

Southbound Entry Ramp:
Existing: 1 lane
Improvement: 2 dedicated right-turn lanes from the arterial that expand to 3-lanes providing 2 mixed flow entry lanes and 1 dedicated HOV lane. The three lanes merge back to a single lane for entry onto southbound I-215.

5. New I-215 Auxiliary Lane:

Northbound I-215: A single aux lane will be added just north of the IC connecting to the existing northbound entry ramp proceeding north and terminating at Cactus Ave (terminates at the exit ramp). The aux lane does not proceed through Cactus Ave IC.

Southbound I-215: A single aux lane will be added just south of Cactus Ave IC connecting to the southbound entry ramp proceeding south and terminating at the Van Buren Blvd IC (terminates at the exit ramp). The aux lane does not proceed through the Van Buren Blvd IC.

Sample revised description for the RTIP to occur as part of the March 2007 amendment (also to include additional funding to the construction phase to eliminate the programming shortfall)

"I-215/VAN BUREN BLVD IC: RECON/WIDEN 2 to 4 LNS, (Museum-Opportunity), ADD NEW NB 3 LN ENTRY RAMP & WIDEN RAMPS 1 to 2 & 3 LNS, w/ HOV ENTRY LNS, ADD NB/SB AUX LN TO CACTUS (EA 0E520K)"

RTIP description includes:

- ☒ Through lane capacity change (2 to 4 lanes)
- ☒ Arterial cross street limits identified (Museum entrance St east of IC to future Opportunity Way west of IC)
- ☒ New 3 lane entry ramp identified
- ☒ Ramp lane widening identified
- ☒ Inclusion of HOV entry ramp lanes identified (general)
- ☒ Aux lanes and limits identified

Project 's conformity code will remain as a standard "Non Exempt" project with regional significance identified to "Freeways". Project is not a Transportation Control Measure (TCM) project.



VENTURA COUNTY TRANSPORTATION COMMISSION

950 County Square Dr., Suite 207 Ventura, California 93003 (805) 642-1591 fax (805) 642-4860

January 2, 2007

Mr. Hassan Ikhata
Director of Planning and Policy
Southern California Association of Governments
818 West 7th Street, 12th Floor
Los Angeles, CA 90017

Subject: RTP Amendment for Route 101 Widening Corridor Mobility Improvement Account
(CMIA) Project

Dear Mr. Ikhata:

On December 6th I submitted a request for an amendment to the 2004 Regional Transportation Plan (RTP), to incorporate the Route 101 Widening project which VCTC is planning to nominate to the California Transportation Commission (CTC) for Corridor Mobility Improvement Account (CMIA) funding. Subsequently, Rich Macias sent a letter to all the county transportation commissions, officially informing us of the need to submit an RTP Amendment request for CMIA projects not currently in the RTP. This letter described documentation needed for an RTP amendment, and some of this documentation had not been included in my December 6th submittal to you. Accordingly, I am enclosing with this letter the complete documentation requested in Mr. Macias' letter. Once again, VCTC requests that this project, the Route 101 Widening from Mussel Shoals to the Santa Barbara County Line, be amended into the 2004 RTP.

We appreciate SCAG's efforts to establish a process for amending the CMIA projects into the RTP as quickly as possible. If we can be of any further assistance, do not hesitate to contact Peter De Haan of my staff at (805) 642-1591, extension 106, or pdehaan@goventura.org.

Sincerely,

Ginger Gherardi
Executive Director

cc. Rich Macias

G:\PETER\07-1\RTIPAmend.doc

VEN/SB Highway 101 HOV Widening RTP Amendment Project Documentation

PURPOSE AND NEED

This project represents one component of a larger corridor improvement strategy on Route 101 in Western Ventura and Southern Santa Barbara Counties. This 16-mile corridor begins at Mussel Shoals in Ventura County (PM R39.8) and continues to Milpas Street (PM 12.8) in Santa Barbara County. Route 101 in this corridor travels through the unincorporated areas of Santa Barbara and Ventura Counties as well as the City of Carpinteria and part of the City of Santa Barbara. The purpose of the project is to reduce delay, improve safety, and facilitate goods movement, regional, and interregional travel.

Route 101 in this area is a four-lane freeway/expressway between six-lane freeway segments at each end. Current AADT ranges from 65,000-106,000 with projected 2030 AADT ranging from 85,000–145,000. Within the corridor Level of Service (LOS) “F” conditions occur during the weekday AM and PM peak hours as well as on weekends. Under the no-build scenario peak hour congestion is expected to increase to over 16 hours daily by 2030.

Route 101 is a Focus Route, part of the National Highway System and a major interregional route connecting San Francisco and Los Angeles. Regionally, it is also the only viable alternative for commuter travel and goods movement between Santa Barbara and Ventura. The Pacific Ocean and the steep coastal mountains physically constrain travel options. This means a vast array of traffic uses Route 101 and congested conditions delay not only local traffic and commuters but also transit, tourists, commercial trucks, and emergency vehicles. There are few local parallel routes and they operate close to capacity in the peak hour. When there is any event affecting one or more lanes on Route 101 traffic diverting to these roadways stretches them beyond capacity.

BACKGROUND

In 2004 SBCAG launched “101 in Motion” that resulted in a number of congestion relieving projects including the addition of an HOV lane in each direction from the Ventura County line to Milpas Street. In Ventura County, the Congestion Management Program adopted by VCTC in March 2005 recommends adding an HOV lane in each direction on Route 101.

Both the “101 in Motion” plan and the Congestion Management Program take a multimodal approach to relieving congestion and incorporate rail, interregional bus, ITS and highway improvements in their management strategies. The costs and scope of the improvements contained in these plans preclude them from

being implemented all at once. Therefore the most efficient approach is to phase improvements along the corridor in a logical manner.

Both VCTC and SBCAG have demonstrated a commitment to reducing congestion along the 101 corridor. Both agencies have programmed more than \$216 million in Regional Improvement Program STIP funds and local Measure D funds (SBCAG) since 1998 to improve Highway 101 in Ventura and Santa Barbara Counties. In addition, Caltrans District 5 has programmed more than \$40 million in SHOPP and Interregional Improvement Program projects since 1998.

DESCRIPTION

The portion of the project in the SCAG region will add one HOV lane in each direction in the median from Mobil Pier Road UC near Mussel Shoals in Ventura County to the Santa Barbara County Line. The project will also add ITS features and a pedestrian undercrossing for beach access at La Conchita, and close the three median openings within the project segment (PM R 39.8 to 40.3, total of 3.8 miles).

The project to be nominated for CMIA funds includes continuation of the HOV Lane and ITS features into Santa Barbara County from the Ventura County Line to south of Casitas Pass Road in Santa Barbara County (PM 0.0 to 2.2).

Modeling Information: from 4 mixed flow lanes to 4 mixed flow + 2 HOV lanes for a total of 6 lanes from (PM R 39.8 to 2.4, total of 6.0 miles). On and Off-lanes at Mussel Shoals and La Conchita will be extended for better acceleration and deceleration, but will remain single lanes. The existing three median openings located near the communities of La Conchita and Mussel Shoals will be closed. The expressway will remain an expressway because the existing vehicle parking and bike lane located on southbound Highway 101 within the project segment will remain.

COST

\$77 Million Total Cost within SCAG region (Caltrans Support and Construction).

The total cost to implement the proposed CMIA project segment from Mobil Pier Road UC near Mussel Shoals in Ventura County, to south of Casitas Pass Road in Santa Barbara County, is \$151 million. Right-of-way is not needed as the HOV lanes can be added in the median within existing Caltrans right-of-way.

The following is the combined cost breakdown for both Ventura and Santa Barbara County portions of the project (dollars in thousands):

PA&ED:	\$ 3,840
PS&E:	14,800
ROW:	1,090
CON:	<u>131,740</u>
	\$ 151,470

FUNDING SOURCE

100% CMIA funds – all phases.

SCHEDULE

Project Delivery Milestones:

PSR Complete:	January 2007
Environmental Document Complete:	October 2008
PS&E Complete:	June 2010
ROW Certification Complete:	October 2010
Ready for Advertisement:	October 2010
Construction Contract Award:	February 2011
Construction Contract Acceptance:	August 2013

BENEFITS

The “101 in Motion” final report provided information regarding how the segment of Route 101 from the Ventura County line to Milpas Street (PM 0.0 to 12.8) was performing. The corridor that is proposed for CMIA funding is part of that segment. Using this information the final report indicates that adding an HOV lane in each direction (along with the other components of the final improvement package) would provide the following corridor benefits:

- Improve mobility by 13-15 minutes from Ventura to Stearn’s Wharf in Santa Barbara;
- Reduce travel time between Goleta and Carpinteria by 13-15 minutes during peak;
- Save approximately 13,836 person hours of delay (2,767,200 hours per year) in the automobile and 520 hours of delay on transit every weekday (104,000) hours per year;

- Enhance reliability by improving LOS on 18 segments of Highway 101. An HOV lane in each direction will improve LOS to "D" in the peak hours by 2030.

Widening the freeway to 6 lanes would improve safety. Based on field reviews and accident analysis this corridor has a high accident concentration primarily caused by recurrent congestion. In 1994 there were 400 accidents along the corridor and in 2003 there were 913 accidents. This demonstrates an accident increase of 128% in less than 10 years. Of those accidents 46 were fatalities. Between 2001 and 2003, 47% of all collisions occurred during commute hours. Actual collision rate is 1.08 per MVM compared to the statewide average of .88. Given the significant accident increase that occurred since 1994 in conjunction with increased congestion, the accident rate would be expected to be significantly reduced by the proposed project due to reduced congestion.